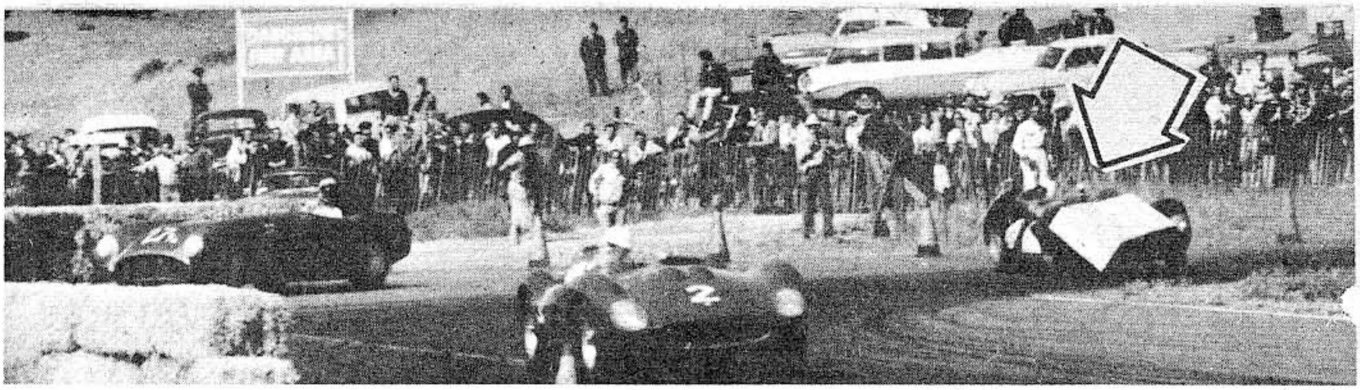


JACK FLAHERTY spins at turn 9 of Laguna Seca feature. Note big cardboard marker (arrow) he picked up and is spread over hood. Flaherty was about to lap Jack Nethercutt, Ferrari TR (2), already through turn, and John Debodsky's Special, left, which some observers said forced Flaherty off course and into the hay. (Photo by Ron Ferreira)

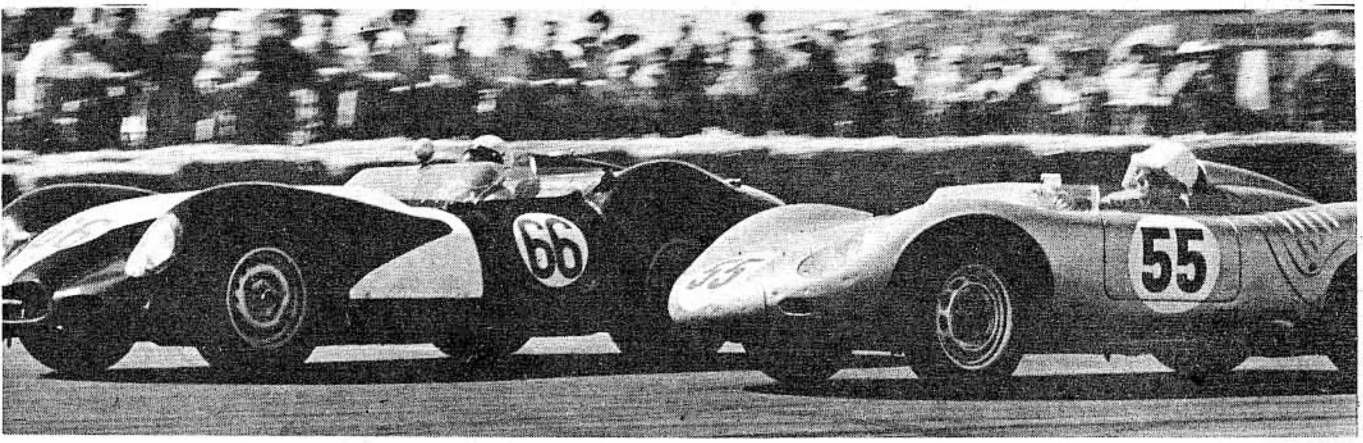
MOTOR RACING

and
ECONOMY CAR NEWS

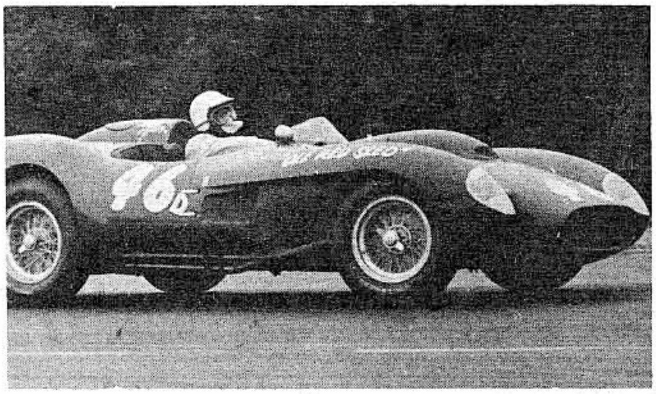
Vol 4--No. 17--Culver City, Calif.
(Published Bi-Weekly except last issue of Calendar Year)

JUNE 12-19, 1959
15¢ Cheap

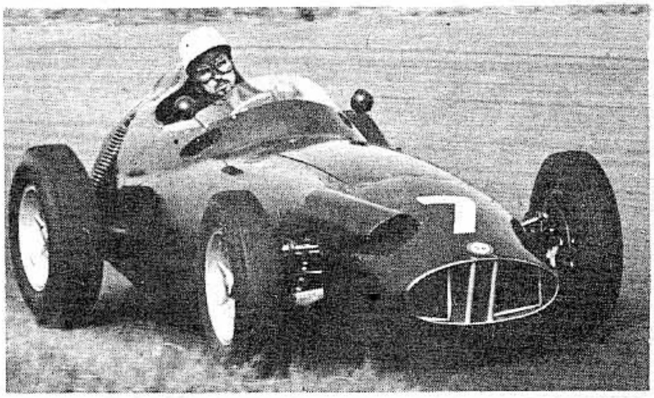
THE WINNERS . . .



GIANT KILLER---Sam Weiss' Porsche RSK is not too far behind Jack Flaherty's Lister-Jaguar in big-bore main at Laguna Seca. But Flaherty got fouled up on turn 9 (see photo above) and Weiss went on to win SF SCCA race. He also won the under-2000cc race for modifieds. (Photo by Bill Hewitt)



DICK MORGENSEN, of Phoenix, roars to victory in his 3-liter Ferrari Testa Rossa in Cal Club feature at Santa Barbara. Action is at turn 3. (Photo by Bill Norcross)



BEARDED SWEDE Joakim Bonnier booms to his first Grand Prix victory behind wheel of BRM in GP of Holland. He turned in a well-judged drive. (MOTORACING photo by Henry N. Manney III)

MOTOR RACING
And ECONOMY CAR NEWS
Vol 4--No. 17-- - Culver City, Calif. June 12-19, 1959
Bi-Weekly except last issue of Calendar Year 15¢

WEISS IN 2 WINS

BY TOM WILSON
MOTORACING Staff Writer

MONTEREY, Calif., June 7.---Sam Weiss, the Sacramento Porsche specialist, won the small-bore semi-main for modifieds in his RSK at nearby Laguna Seca and then came back to finish his giant-killing job by capturing the big modified feature when Charles S. Howard III blew a comfortable lead in his Chevy-powered Huffaker Spl. on the last lap.

The races, over the uphill-downhill, 1.9-mile, 9-turn course, were witnessed by a paid crowd of 23,500. It was one of the best road racing programs ever staged on the West Coast---and the San Francisco region of the SCCA can take a well-deserved bow. All of the races were hotly-contested.

In the 60.8-mile big-bore, a 45-minute run, Weiss came from behind to win. Howard froze a piston at turn 5, blowing a good lead. Weiss went sailing by to lead Jack Flaherty's Lister-Jag to the wire. Weiss averaged 80mph as compared to 82.9mph in his under-2000cc victory.

In the early stages of the feature Flaherty had enjoyed a comfortable lead over Howard, with Weiss well back in the pack, having started from

(Continued on Page 5)

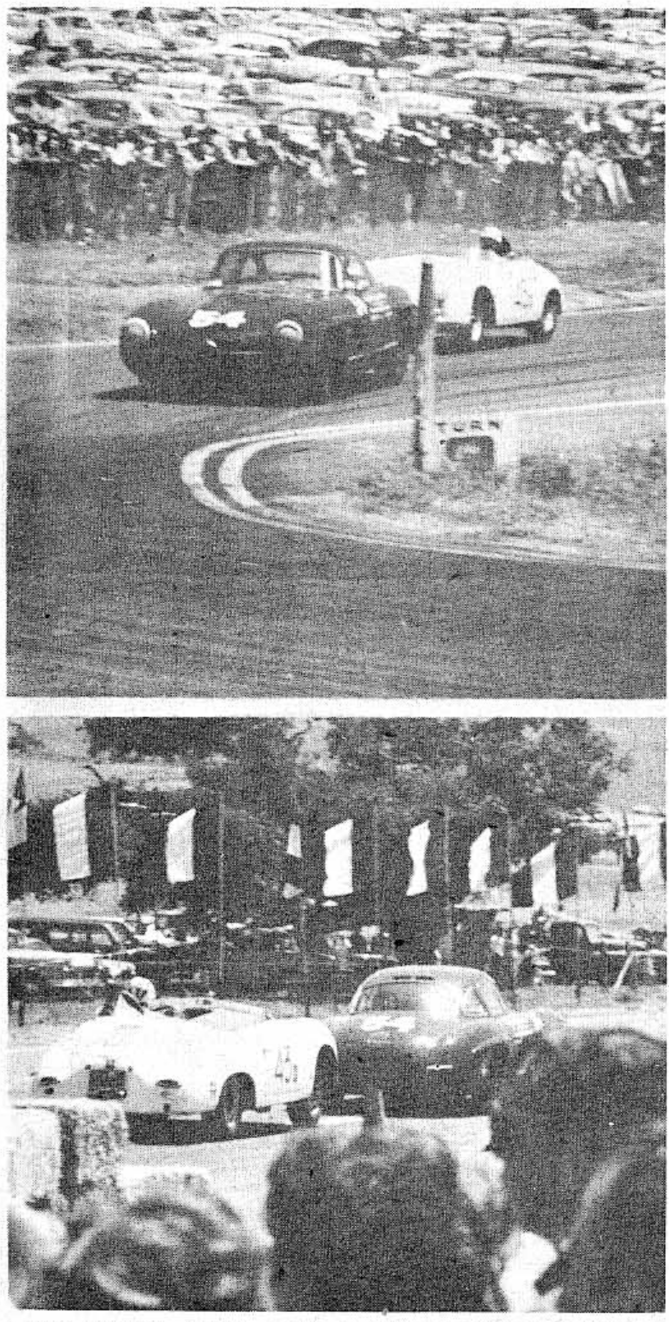
Jeffords 1st; Ricardo Flips

BY BUDD BLUME
Special to MOTORACING

Chicago, May 31 -- Jim Jeffords, the Midwest's hottest sports car pilot -- and Lance's forsaken Scarab -- finally found the keyhole and blew off not only the new owner's mechanical hoodoo, but everything else in sight at Meadowdale International Raceways over the Memorial Day weekend. "Everything else in sight" included guest star Ricardo Rodriguez, his brand new RSK Porsche (now used, badly), and a small field of mixed pro-amateur big-bore iron -- with some small-bore tailings.

The race, scheduled under MIR's new 2-year pact with USAC, pounded head-on against the Indy affair -- which obviously used up all but third-rate pro group officials, who were handed the "distasteful" task of running a sports car go. Starting was a spectacle of wild disorder -- pit marshalling was completely absent, and a general air of "what the h..." seemed to prevail.

(Continued on Page 5)


DEAN MEARS, 300SL, about to get a tap from John Barneson's Porsche GT Carrera going into turn 9 at SCCA Laguna Seca race. Lower: Barneson prods him again, but Mears refused to let him by. Mears was overall victor of C-D production thriller, Barneson second. (Photos by Ron Ferreira)

SCCA ORDERED OUT OF SD RACE!

The long-standing feud between the SCCA and the Cal Club became more explosive than ever this week when the National SCCA headquarters in Westport, Conn., ordered its San Diego region to withdraw co-sponsorship from races at Hour Glass Field, 10 miles north of San Diego, June 20-21.

Races have been advertised --- and entry blanks proclaimed them --- as a Cal Club-SD SCCA event.

A terse notice from Westport said: "SCCA members and competition license holders are advised that the San Diego Hour Glass road race ...is not an SCCA sanctioned race. There is no restriction in regards to participation in the event."

John Biehl confirmed the pull-out order after MOTORACING informed John McDonald, SD Union racing writer, of the late development.

Vignettes

By Gus V. Vignolle

- •Holland on Rally
- •Non-Profit Deal
- •U.S. Factories?

HE TELEPHONE rang. It was Mexico City. Sr. Pedro Rodriguez, who always keeps me posted, said his 17-year-old, Ricardo, would drive his new Porsche RSK in the big first Kiwanis Grand Prix at Riverside Intl. Raceway July 18-19.

Don Pedro also said he had received tidings that his older boy, Pedro, 19, driving a Porsche Carrera 1600, had just the other day placed 7th in class and 10th overall at Nurburgring, and that he probably would be driving for Porsche in Europe this

(Continued on Page 2)

IN THE NEWS

HANSGEN AGAIN

BRIDGEHAMPTON, L.I., N.Y., May 31.----On the eve of his departure for Le Mans, Walt Hansgen, Westfield, N.J., set an SCCA national speed record here today when he won at an average of 89.2mph for 25 laps over a 2.85-mile course. He drove Briggs Cunningham's Lister-Jag, and had fastest lap of 91mph, another record.

Hansgen overtook George Constantine, who had a new engine in his Aston-Martin DBR2, on the 13th lap. Constantine was second, seven seconds behind; next came Fred Windridge, Lister-Corvette; Bob Holbert, Porsche RSK; John Fitch, Lister-Jag.

Class winners: Cm, Hansgen; Fm, Holbert; Bm, Windridge; Dm, Alan Connel, Jr., 3.0 Ferrari; Em, Gaston Andrey, Ferrari TR. Other race winners: Thomas Fleming, Lotus Sebring; Roy Tuerke, Corvette.

In order to satisfy creditors, this track has authorized issuance of $100,000 in mortgage bonds for "purposes of reorganizing and refinancing the properties of the corporation."

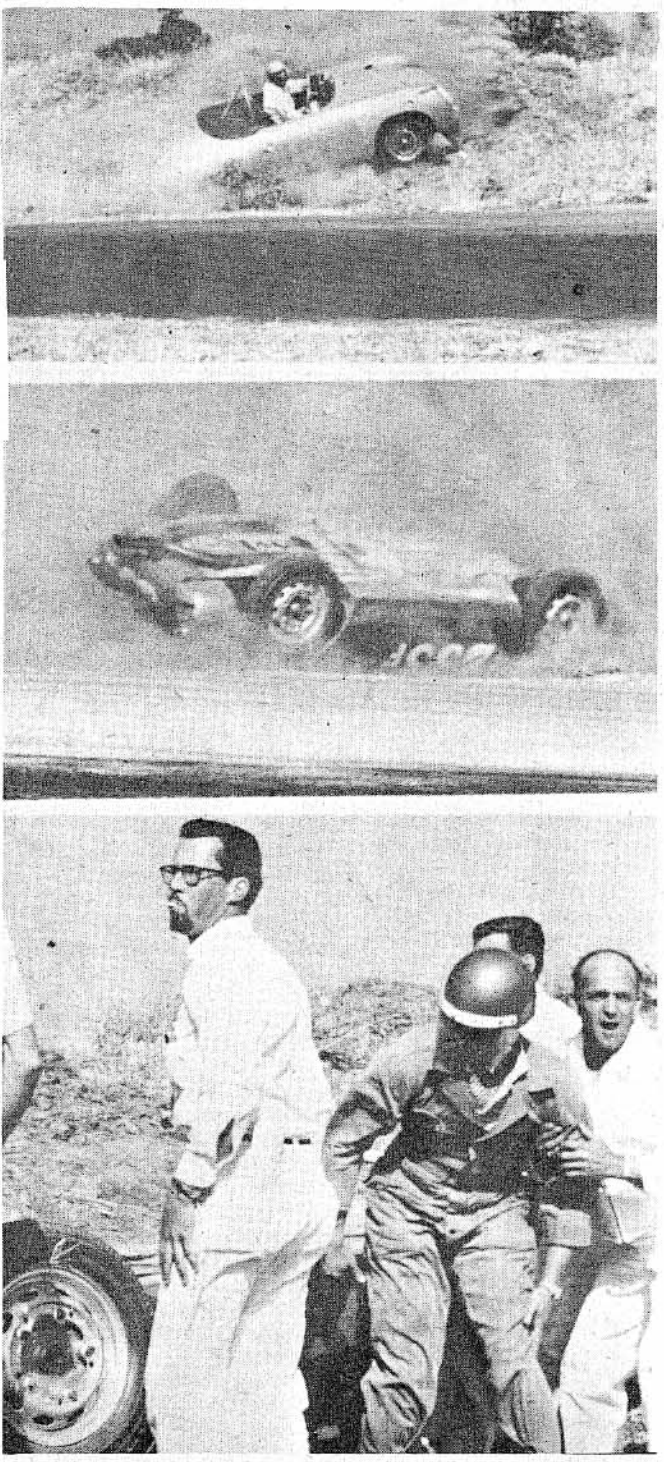
MARTIN SCORES

GAINSVILLE, Ga., June 7.----In his last race before leaving for Le Mans, E. D. Martin, Columbus, Ga., took

(Continued on Page 5)

On the Inside

Classified 7
Economy Car Trends 2
In the News 1
Manney's Europe Story 4
Personals 7
Picture Pages 3-5
Pitsville 6
Rally Round, Results 6
Vignettes 1-2-3
West Coast Point Leaders .. 7


BANK CLIMBERS---Several cars climbed the bank at turn 5 in Cal Club's Santa Barbara races. Top is D.D. Michelmore, Porsche GT Carrera. Center: 3 races later (Sat.), Don Westen climbed bank at same spot and flipped. Bottom: He is helped out from overturned car, unhurt. (MOTORACING photos by W.R.C. Shedenhelm)

Morgensen Wins; Miles Gets

BY W.R.C. SHEDENHELM MOTORACING Staff Writer

SANTA BARBARA, Calif., May 31 -- Dick Morgensen, Phoenix special builder, boomed his 3-liter Testa Rossa Ferrari around the 2.2-mile Goleta Airport course to win today's big-bore event at the 11th Santa Barbara road races.

Complete Charts-P.6

A crowd, estimated at over 18,000, saw Don Hulette take the lead in his Chevy (ex-Jag) Special, prepared by Max Balchowsky, and hold it for 19 laps of the 25-lap event. With Morgensen unable to close Hulette's 3-second lead on the oil-slicked course, Hulette seemed set for his first overall win. Roaring into turn 7, during the 19th lap, still in the lead, Hulette almost lost control of the big car as the right torque arm tore loose from the frame. With the rear shock absorbers breaking up, and the car unmanageable at high speed, Hulette still managed to finish the race in 2nd spot, 43 seconds behind Morgenson.

The 1000-2000cc main event was a start-to-finish win for

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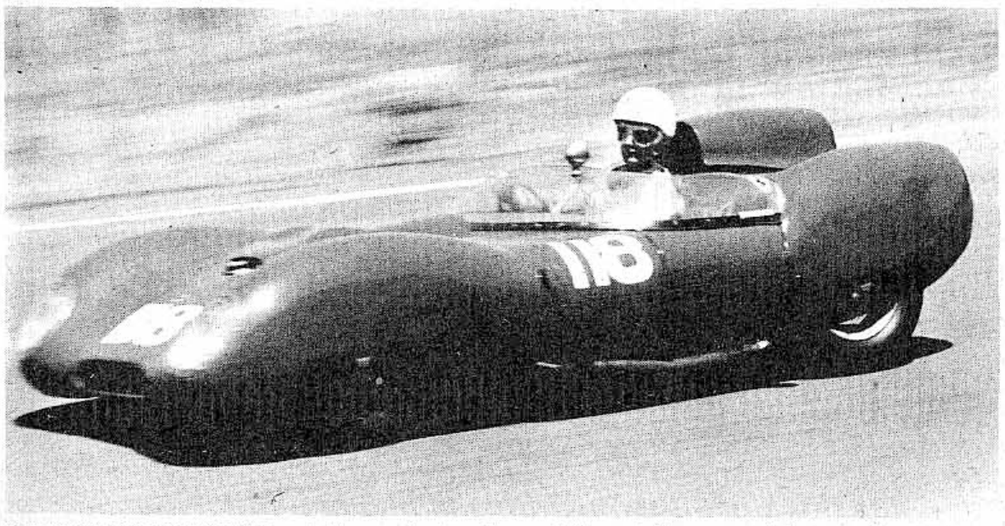
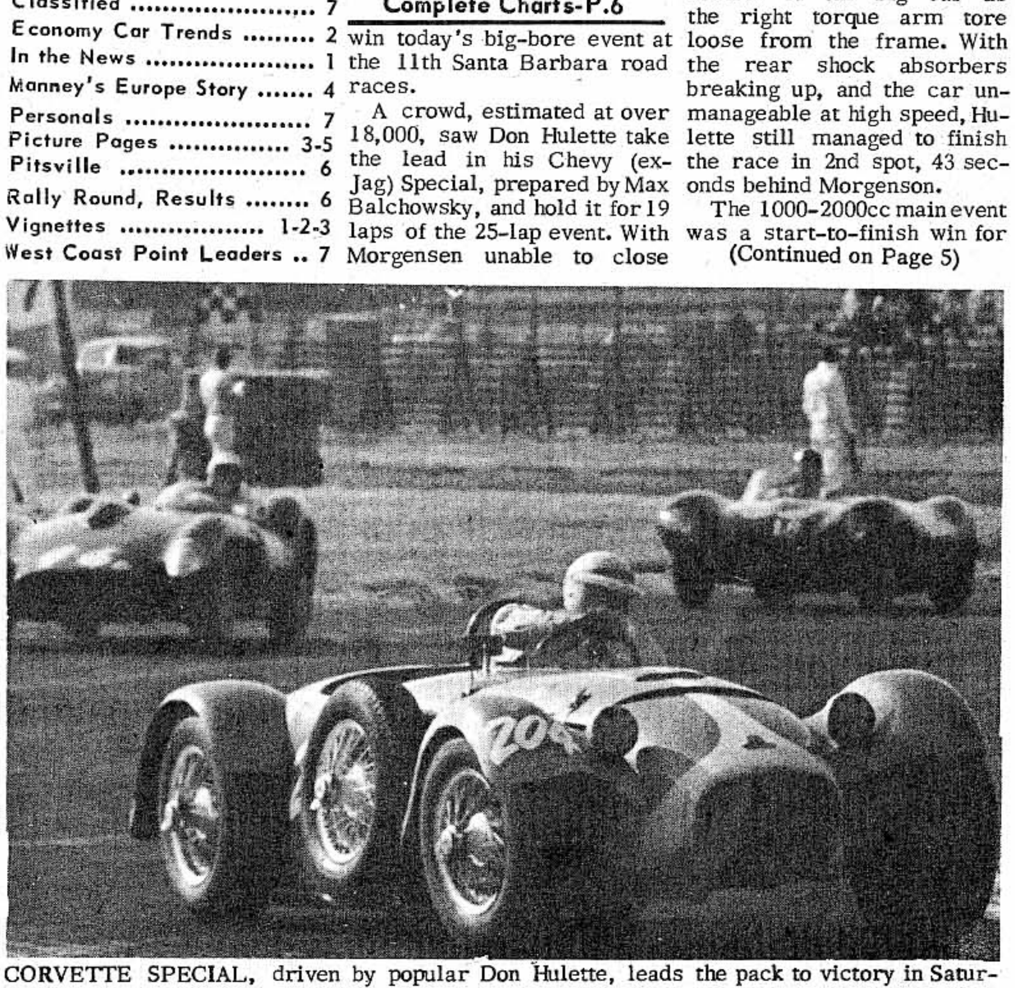

JEAN PIERRE KUNSTLE puts the new Lotus-Ferrari through its paces at Laguna Seca races. Although car still has a few bugs, it should prove a big threat in under-2-liter races. Note bulges in the bonnet to accomodate the 2-liter Ferrari mill. (Photo by Bill Hewitt)


CORVETTE SPECIAL, driven by popular Don Hulette, leads the pack to victory in Saturday's big-bore at Santa Barbara. Following here at turn 8 in CSCC race are Dick Morgensen, Ferrari, and Carlyle Blackwell, D-Jag. (Photo by Bill Norcross)

NEWS ALONG THE ECONOMY CAR FRONT

ECONOMY CAR TRENDS

BY JAMES E. POTTER

ALONG ABOUT NEW CAR ANNOUNCEMENT TIME, the indications are that a real donneybrook is going to break in the domestic "compact car" field. Production schedules of the Ford Falcon, Chevrolet Corvair and Chrysler Valiant have now gone beyond the rumor stage. It is no secret that these cars will be on the market before the end of 1959.

One clue to the intensity of the forthcoming battle lies in a television commercial. Departing from their usual shaggy dog themes, which are amusing and clever, the advertising powers that be have come up with one that really lays an egg but that has a very obvious purpose.

This slightly ludicrous production uses archery as an analogy. Two archers simultaneously loose arrows at targets while a slow motion camera records the action. One arrow, it is pointed out by the narrator, has a heavy tip while the other is tail-heavy. The heavy-leaded arrow flies straight to the bull's eye, while the tail-heavy shaft wanders badly off course.

Following the Robin Hood stuff, the scene shifts to a Ford speeding down a twisting highway. At this point, the narrator goes on to explain in effect that the nice big heavy engine up front is like an arrowhead and all the driver must do is point this heavy chunk of metal in the proper direction and things are dandy. He goes on to explain that a rear-engined car is like the tail-heavy arrow; furthermore, the passengers are not protected by the engine in the event of a collision.

LOT OF RUBBISH!

Whoever dreamed up this rubbish is not in possession of the facts: That the poor chassis engineers have been fighting for a long time to get weight off the front end and achieve a more equal weight distribution -- that such cars as the rear-engined-racing Porsches are among the best handling machines in the world -- that any collision protection afforded by a front-mounted engine is a debatable question.

We have no quarrel with Ford Motor Company cars. They are good cars and their outstanding successes on the stock car racing circuits attests to their good handling qualities. They are also not as nose-heavy as this new advertising implies. Why then this front-engine commercial theme?

Actually, it seems pretty logical. The competition between American Motors, Chevrolet, Ford, Chrysler and Studebaker and the imports is going to be a little fierce in the economy and compact car market. There can be little doubt that this front-engine touting is an opening pot-shot at Volkswagen, Renault and Fiat in general --- and at the rear-engined, flat-opposed six-cylinder Chevrolet Corvair in particular!

CHEER FOR CHEVY

Ford has a lot of experience in building compact and economy cars in their English line and their German Taunus. They are fine little cars. Chrysler has shown by their interests in Simca and their planned Valiant considerable progressive action. Chevrolet is to be congratulated for their venture in departing from conventional American design in their Corvair. Bouquets are due also to American Motors for their Ramblers, and Studebaker for the Lark which left both companies from the financial doldrums.

All is fair in love and the automobile market wars -- but please, Mr. Ford Advertising Man, knock off that heavy-arrowed stuff -- most of us know better.

IF YOUR NEIGHBOR SNEERS -- SHOW HIM THIS!

Undoubtedly inspired by an 8 percent market penetration by imports, the National Automobile Dealers Association last November undertook a survey to determine just what makes the foreign car buyer tick. WHAM! When the results were in, to some they may be boring statistics -- but oh what a startling picture they present.

Contrary to the opinion of those who hold that foreign car owners were nothing but exhibitionists, the typical buyers were good solid Joes who average 37 years of age, had professional, executive or skilled level jobs, an income of more than $8000 per year and were the heads of families. Sixty-nine percent had some college education which does not necessarily make them smarter than other people but it does indicate that they know the value of a dollar.

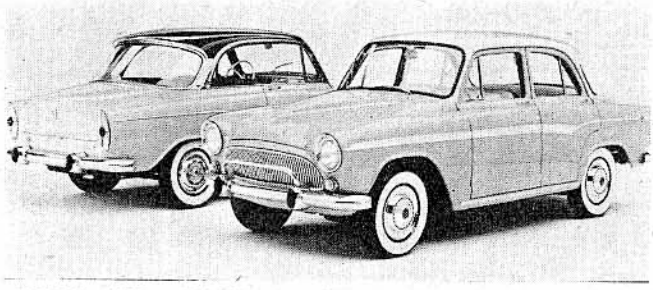
Eighty-eight percent bought their cars principally because they were cheaper to operate and 62 percent said they were influenced by a small yearly depreciation. There must have been some VW owners in this group who discovered 1955 Volkswagens were selling for more than Olds 88s, Buick Supers and many other Detroit monsters of the same vintage.

ECONOMY INTEREST

Only 14 percent of the owners wanted to be "distinctive"; 6 percent bought imports for their prestige value. On the other hand 77 percent were principally interested in an inexpensive ride to the shop or office; only 8 percent bought them for pleasure driving. For 58 percent of the owners, their import was their only car and means of transportation.

Many import owners bought their cars for other reasons than economy; 66 percent liked the easier handling in traffic; 64 percent said they were easier to park; over half of those questioned liked the better workmanship and 39 percent thought they were better engineered.

Do these owners like their cars? They must be happy with them -- 86 percent are going to make their next car a foreign car too!



FRESH FROM PARIS are these two new Simcas which Chrysler imports from France. They will be shown from coast-to-coast June 26. The Elysee (foreground) is a four-door, five-passenger, family-size sedan with a completely new body on a 96-inch wheelbase. The Grand Large hardtop (left) has windows which roll down. Both retain Simca's front-mounted, 48hp., four-cylinder overhead valve Flash engine.

Simca Premiers Two New Models

The California premier of two new Simca economy passenger cars, the Elysee, a four-door sedan, and the Grand Large, a two-door hardtop, was held last week in the Beverly Hills Hotel with newspaper, magazine, TV and radio writers on hand to test drive the new imports. Each has a completely new body built on a 96-inch wheelbase, continuing Simca's unitized body construction.

"Interest in and demand for small imported cars continues to grow and the economy imported car market still has a strong head of steam with no sign of running down," Robert B. McCurry, Jr., western area director, Chrysler Corp., said. M. J. Harris, western area Simca sales manager for Chrysler, was co-host at the press preview.

"We have sold approximately 17,000 Simcas in the United States in the first five months of this year -- almost as many as were sold all last year and triple the number sold in the same months of 1958," McCurry said.

The two new cars, powered by front-mounted 48-hp, 4 cyl. OHV engines, are priced competitively. They will be sold in 720 Simca dealers' showrooms from coast-to-coast starting June 26.

"We look at the future of Simca in the United States very optimistically," McCurry told the press. "Based on our confidence that Simca will continue to be an important factor in our company and in the American automobile market, we are embarking on a dealer expansion program to develop previously unexplored market areas. There is a need for additional dealers in those areas where we have not as yet realized the full potential of the growing interest in imported small cars."

Simca now is in fourth place nationally among all imported cars sold in the U.S.

MOTOR RACING
AND ECONOMY CAR NEWS

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LETTERS

Letters to the Editor are omitted from this issue of MOTORACING due to lack of space. They will be resumed in the next issue.

HARTMAN SURVEY

Ken Hartman's popular psychological survey of sports car drivers, which began in last issue of MOTORACING, will be continued in the next issue. Tests are continuing and it is probable that women will be included in the survey. Watch for the second installment in MOTORACING.

INDY BLASTED

LIFE magazine has come out with a terrific blast against the Indy 500 and the number of deaths there. The Speedway countered with a release saying Indianapolis has been first for the last two years in traffic safety for all cities of its class.

IMPORTANT NOTICE

The time has come to choose!

Race track owners are playing one club (SCCA) against the other (CSCC).

Competitive bidding between the two clubs for race sites is proving financially ruinous to both.

One of these clubs MUST have an absolute monopoly on sports car racing in Southern California.

If not, both clubs will be bankrupt within two years!

Competition between the two clubs is NOT a healthy thing for the sport.

A merger of the two clubs seems impossible.

One club must be forced out of business by a ban on their races by car owners and drivers.

This is the only way to do it at this stage of the game.

Cast your vote for one club or the other in this informal poll and mail it to Dept. 3-A, MOTORACING, P.O. Box 1127, Culver City, Calif.

Mention if you are a competition car owner or driver.

Names will be kept confidential if enclosed.

(signed) "INSIDER"
(Advertisement)

Vignettes

By Gus V. Vignolle

HUGE RALLY, BUT U.S. FACTORIES APATHETIC

(Continued from Page 1)

summer.

This seemed strange, because the boy has not been driving the Cherman car; he has been tooling a Corvette and 3-liter Ferrari Testa Rossa.

Don Pedro also imparted the news that Ricardo would drive a works OSCA (he was piloting an Opel and OSCA the first time this writer saw him in Mexico at the age of 15) at the 24-hour Le Mans June 20-21.

Off to Paris

Sr. Rodriguez was sorry but he had to sign off; he was about to fly off to Paris to see little Pedro and make plans for Ricardo's participation at Le Mans.

Adios, y que les vaya muy bien a todos.

So we hied off to the Blarney Castle to talk to Steve Mason and Rudy Cleye and get some of the details on the upcoming Riverside race. And there, unexpectedly, we ran into George Holland, the Burbank automotive engineer, car parts builder, longtime racing enthusiast, racing car owner and most recently a dyed-in-the-wool rally follower.

A few years ago I was in Guadalajara to cover a big Mexican rally that was to end in Acapulco. I flew to Mexico City to catch some of the action there, since all of the cars from various starting points had to converge there before high-tailing it to Acapulco.

Then came the flight to Acapulco. I was at the Mexico City airport chatting with Allen Guiberson, the well-known racing figure and USAC official whose Mercedes-Benz was being driven in the rally by Paul O'Shea.

Some other auto enthusiasts were there too, among them Jacqueline Evans, the pretty British actress who had driven in five Mexican road races, and George Holland.

I introduced Holland to Guiberson. Holland had two cars entered in the Mexican rally. And that's how the American Intl. Rally, with $10,000 guar-

(Continued on Page 4)

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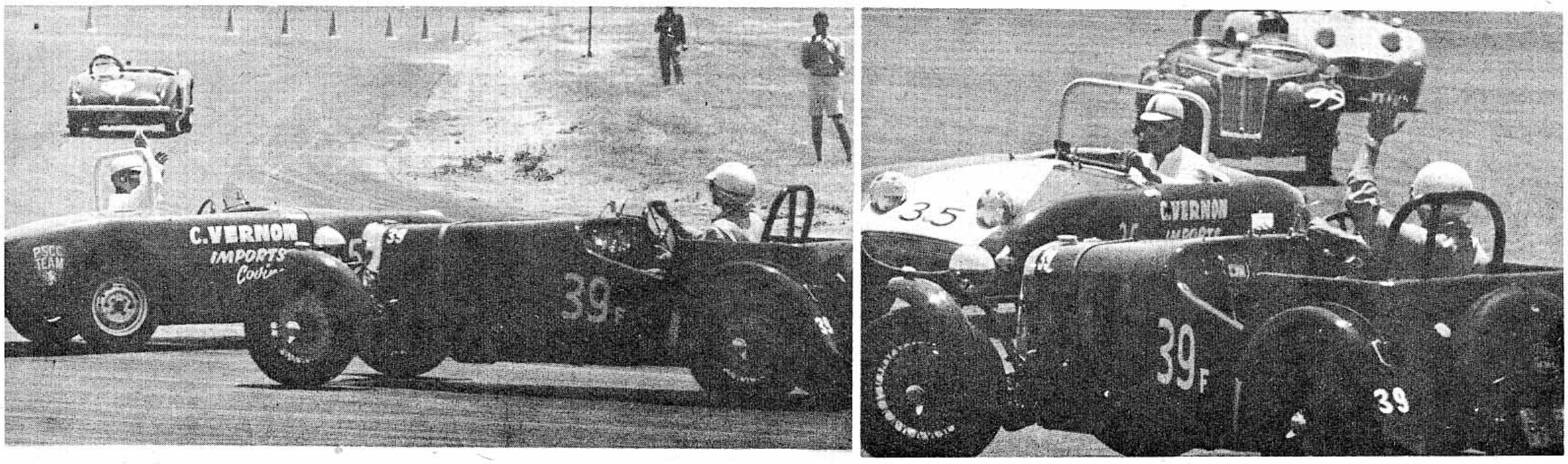
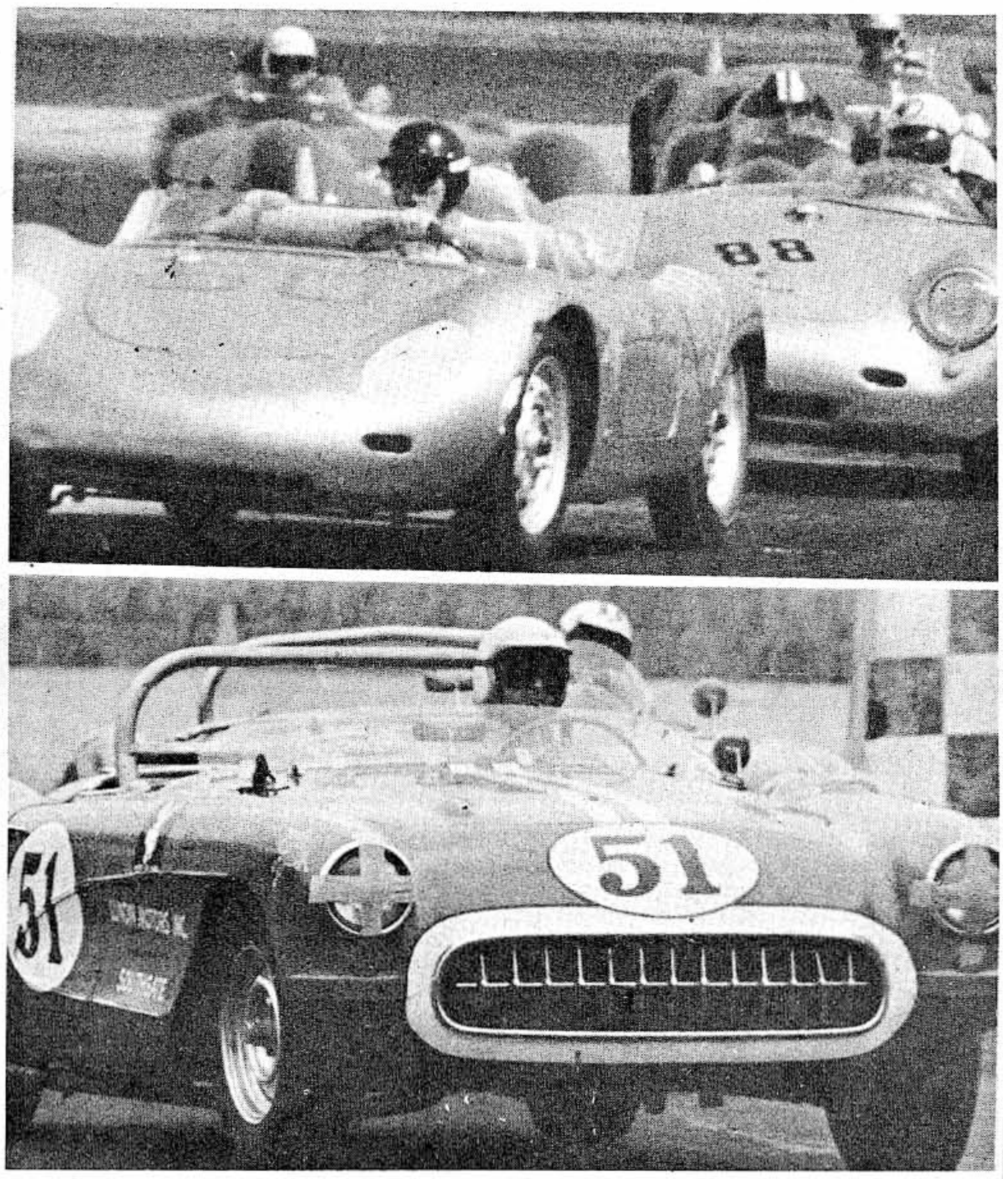
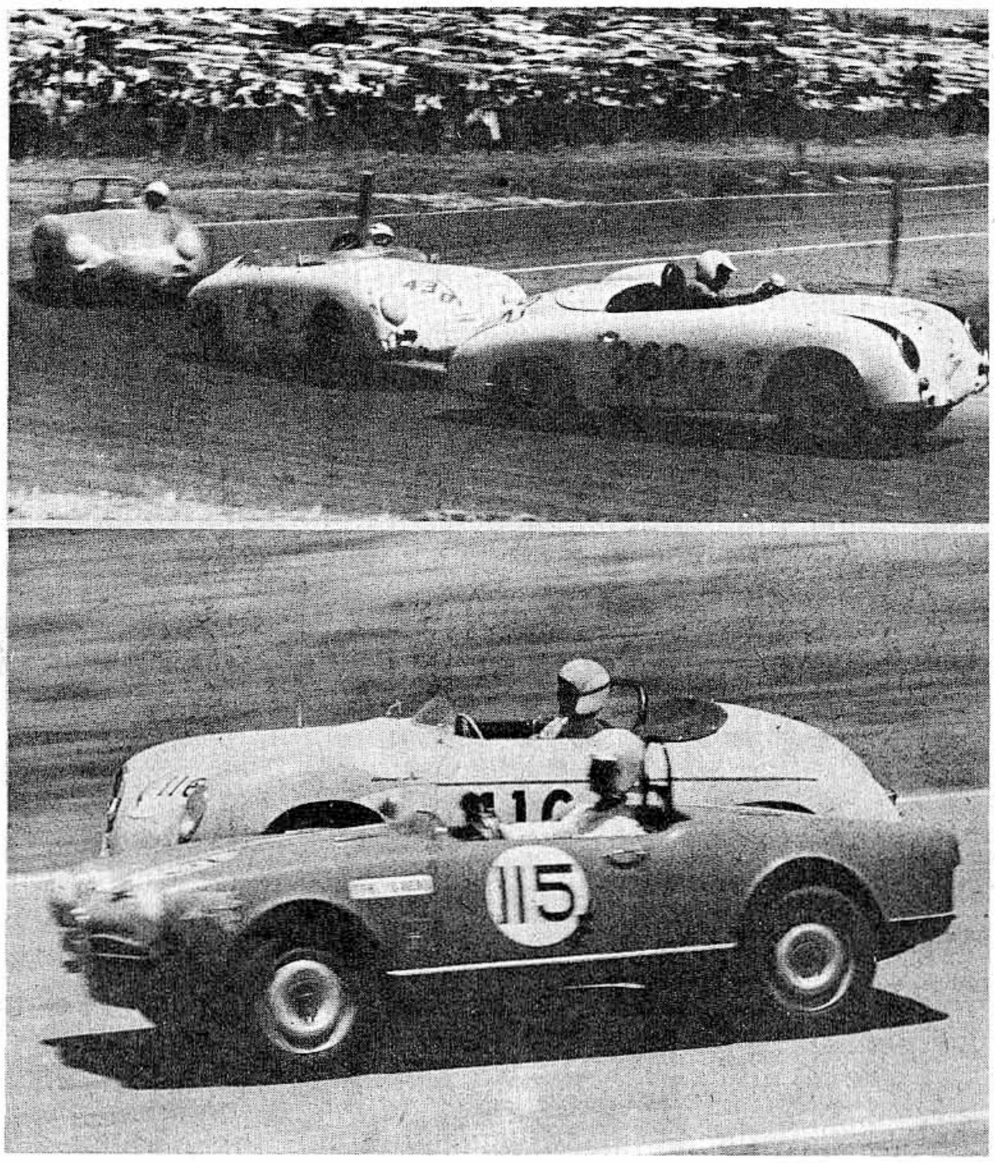
MOTORACING'S BROAD PICTORIAL COVERAGE



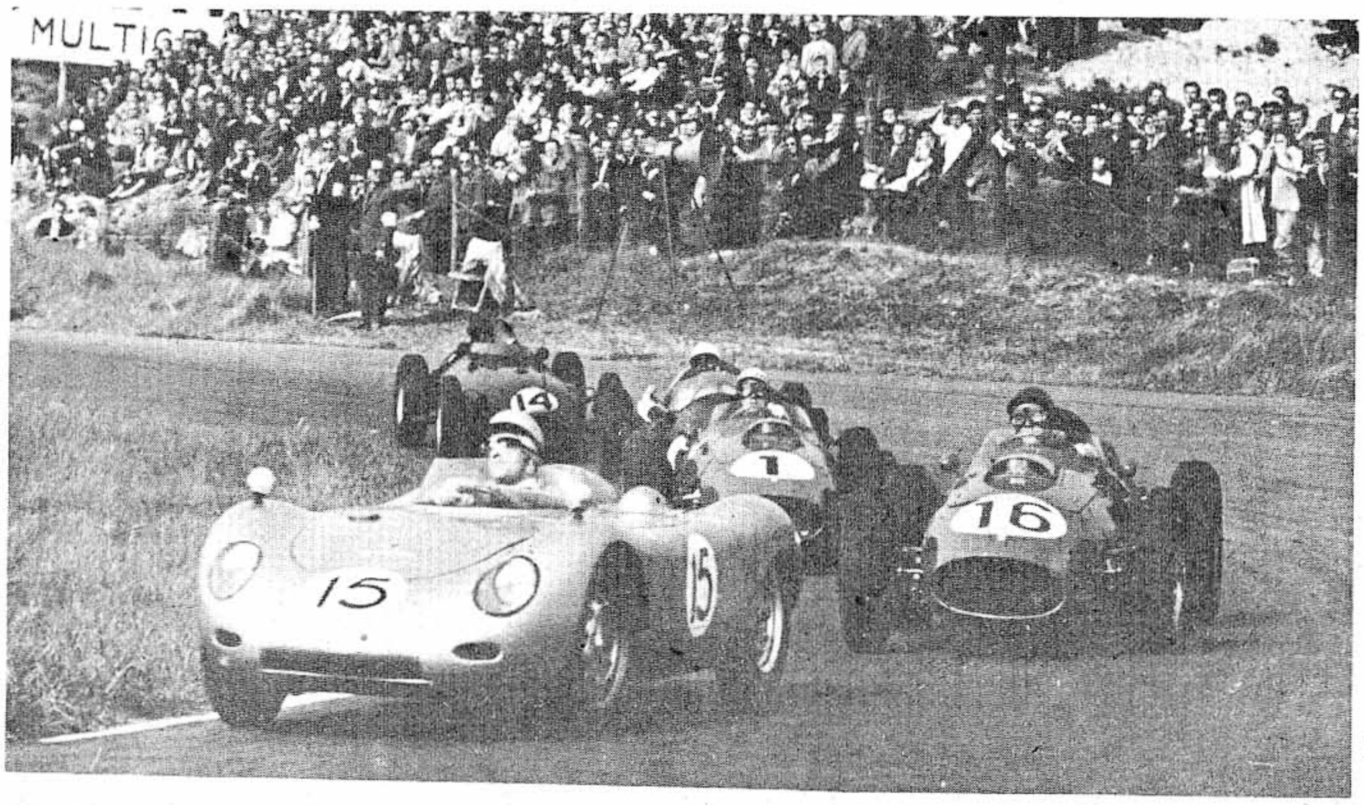
HAW-LOW DE-AW, as Frank Alten of Motor Classics would say. Photographer Bill Norcross catches the spinout action during Santa Barbara race practice at turn 7. Left: Paul Cunningham (Healey Sprite), of Pacific SCC team, spins and signals to Jake Platek (HRG). Right: The action is reversed, this time Platek giving Cunningham the signal.



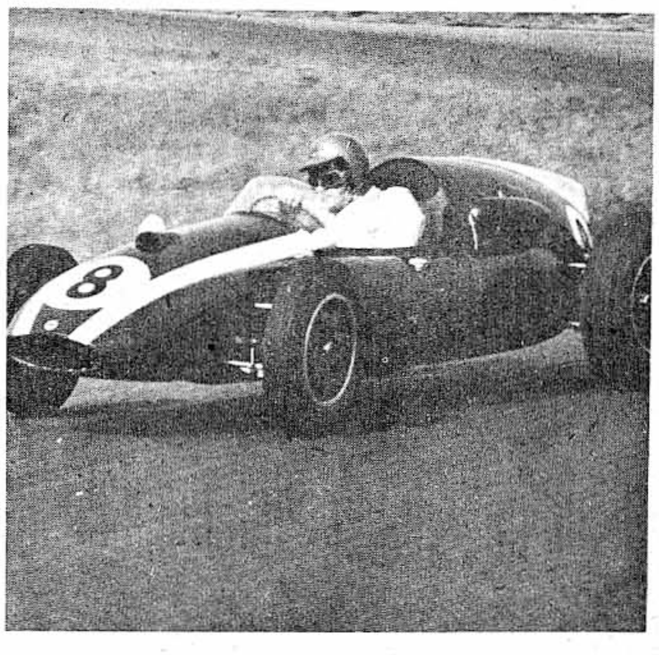
SUNDAY'S UNDER-2000cc main for modifieds at Santa Barbara was won by Ken Miles (Porsche RSK), shown in top photo leading Jack McAfee (RS) into turn 1. Bottom: Bob Bondurant (Corvette) winning the big-car production race (both days), followed here by Bob Dickson (Corvette), 2nd on Sunday. (Photos by Bill Norcross)



RON FERREIRA'S photo (top) shows hot Porsche duel coming out of turn 9 in C-D production car race at SF SCCA Laguna Seca race. Charles Parsons leads John Barneson and D.D. Michelmore. Dean Mears, 300SL, won. Bill Hewitt's bottom photo shows Frank Aldhous' hot Alfa Romeo Veloce (115) taking measure of Bob Herda's Porsche Super. They finished 1-3.



HEAVY TRAFFIC---De Beaufort's Porsche (15) about to be lapped by Cliff Allison's Ferrari (16) in Grand Prix of Holland at Zandvoort. Momentarily held up is Jean Behra's Ferrari (1), who had been balking Stirling Moss (Cooper), and Graham Hill (Lotus). (MOTORACING photo by Henry N. Manney III)



JACK BRABHAM (Cooper), the Monaco GP victor and leader for World Championship points, shown on his (sideways) journey to 2nd place in GP of Holland. (MOTORACING photo by Henry N. Manney III)

Death Takes Jim Mourning

Jim Mourning, 34, former MOTORACING columnist and well-known automotive writer, died unexpectedly last week (June 6) at L.A. General Hospital of a brain abscess believed to have been induced from a long-standing infected frontal sinus.

He had been rushed to the hospital 24 hours before. The abscess was tapped to relieve pressure on the brain and it was discovered he had suffered a cerebral hemhorrage.

JIM MOURNING

The popular writer and former sports car race driver---he drove two Singers and a Morgan, mostly in Cal Club races---is survived by his widow, Carol, of Hollywood, also well-known in sports car circles; his parents, Mr. and Mrs. John Mourning, Elk River, Minn.; two brothers, Lewis and John, Minneapolis; two sisters, Mrs. Dorothy Couette and Mrs. Marjorie Hudson, of Minnesota.

Memorial services were to be held Saturday (June 13) at Elk River.

Jim was born in Winona, Minn., and was raised in Minneapolis, where he met and married Carol 12 years ago. He attended University of Minnesota and USC and was a newspaperman on the Minneapolis Star-Journal. He served in the Pacific with the Marine Corps in World War II.

VIGNETTES BY VIGNOLLE

(Continued from Page 2)

anteed against 40% of entry fees, Oct. 13-17, was born.

"Why can't we stage a giant rally in the U.S. like they do in Europe and are doing here now in Mexico?" Holland asked Guiberson on the airplane. "Let's do," said Guiberson. They shook hands on the deal.

The first one was planned for last year, but was called off when lack of time and planning would not have meant a good event. Now, everything is rolling for the Oct. 13-17 classic. Guiberson had to pull out because of his USAC and other activities. Holland is the director, and a top man in Don Royer is steering the show and making arrangements at the various starting cities-- L.A., San Francisco, Vancouver, B.C., Mexico City, Dallas, Detroit, New York and Miami. It ends in Las Vegas.

So we had a few questions, and George Holland had the answers while ripping into his prime beef. Holland is not staging this deal to get rich. He's pretty well fixed in this department.

The loot total, including accessory scratch, etc., is now up to approximately $18,000. Holland said if there are 400 cars, it will mean $40,000 plus the accessory money.

Truthfully, George doesn't expect to make a red cent on the rally. As a matter of fact, when a proper board of directors has been set, the rally group structure will call for a non-profit setup. And all financial benefits will be diverted, Holland points out, to driver education and any other means that will promote safe driving on the nation's highways.

This deal was a fierce challenge to Holland. "If they can do it in Europe and the Monte Carlo rally draws more than 300 cars, why can't we do it in this country?" he asks.

Holland didn't say so, but this observer has learned from reliable sources that there is more than apathy on the part of the American factories, which isn't the case as far as European works entries are concerned. European factories are either in or plan to enter cars.

Standard Triumph is due to be in the fold soon, and rumor has it three factory Citroens will leave from L.A.

But where are the U.S. factories (this isn't a race, you know)? This is strange in view of the increasingly fine showing being made by American marques in rallies. Only recently a Studebaker won the Lockheed 24-Hour, and, more important, a Corvette won the SCCA National Press On Regardless Rally in Detroit.

You'd think the Americans would wise up!

Another thing: more and more entries are coming in from the east coast. They're making this part of the country look sick-sick-sick. Even Mexico is showing red-hot interest. "Wouldn't surprise me," beamed Holland, "if we get 40 entries from Mexico."

Then Holland needled Cleye for not entering the rally. "You get me a No. 1 navigator," Rudy said, "and I will pay his expenses and also the salary he loses during the rally."

"That's a deal," Holland countered. They shook on it. George turned to this observer and asked, "Who is one of the best in the business for Rudy and his Borgward Sports Coupe?" The answer was quick--Nick Marechal.

We'll Miss Jim

It's sad indeed when really fine people, like Jim Mourning, have to go out with the ebb. I always admired the tremendous enthusiasm of the young (34) former MOTORACING columnist. He was such a confirmed fan of anything automotive. He bubbled with excitement, and it was reflected in his prose--he made his typewriter sing.

Jim Mourning will be missed.

Moss Wins at Nurburgring in Aston-Martin

NURBURGRING, Germany, June 7.---Stirling Moss drove 36 laps, and Jack Fairman eight as they won the 1000km (621.4mi.) race, third of the five for the world's sports car championship. Time was 7hrs33min18sec for an average of 82.2mph over a 14.16mi. course through the Eifel Mountains. Winning margin was 41 seconds. The crowd was 200,000.

Then came: 2. Phil Hill-Olivier Gendebien, Ferrari; 3. Tony Brooks-Jean Behra, Ferrari; 4. Umberto Maglioli-Hans Herrmann, Porsche; 5. Dan Gurney-Cliff Allison, Ferrari.

The two times Fairman drove he lost the lead, but Moss was unbeatable today; he took the lead away from Behra first, then Hill.

MOTOR SPORT BAR OPENS

Bill Loadvine, of Encino, longtime auto racing executive in So. Calif., and Bob Kohagen, Valley sportsman, announce the opening of the Motor Sport bar at 16148 Ventura Blvd., Encino. Preview showing is set for Friday, Saturday and Sunday, June 12-14, 4 p.m. to 2 a.m. There will be free champagne and hors d'oeuvres during this three-day opening.

The distinctive tavern, due to rank with Bob Drake and Mary Davis' Grand Prix restaurant in L.A. as focal point for the racing enthusiast, features a fantastic collection of new motor racing are valued at nearly $5000.

Some 20 beautiful water colors, the work of Herb Hazelton, features names famous in both road and track racing, such as Tazio Nuvolari, Juan Manuel Fangio, Stirling Moss, Phil Hill, Wilbur Shaw, Jimmy Murphy, Rex Mays, Tommy Milton, Lou Meyer, Ralph de Palma and Pete de Paulo.

Back of the bar are two large water color scenes of Formula 1 road racing and dirt track action.

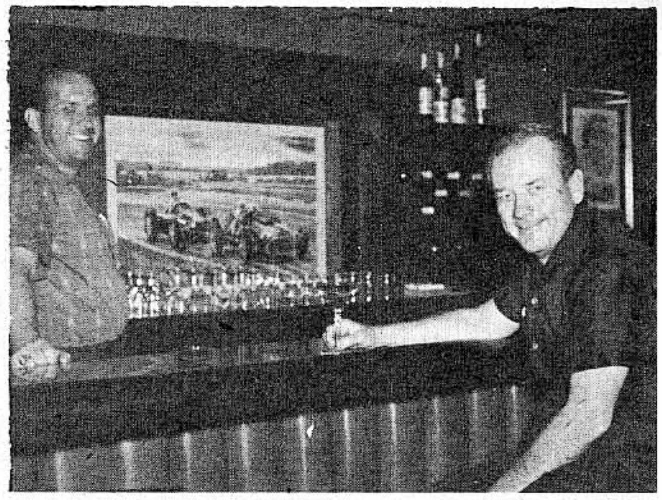
Equally beautiful art, a treat for the most discriminating automotive enthusiast, is the work of artist-designer Bob Genn, whose new technique in airbrushing embraces classic, vintage, antique and Grand Prix cars.

The new building also houses a large trophy room.

Loadvine built and owned the Culver City race track, now defunct on the site of the old greyhound circuit. He managed the Rose Bowl board track, worked at the old Legion Ascot oval, where he drew the original design for the Targa Florio course.

He built the first post-war road course at Culver in 1947, but since there was a lack of sports cars at the time, he had to draw on midget and roadster racers.

Loadvine has been a leading sports car follower, having operated a sports car agency in Brentwood in 1954 and later in Santa Monica. He has driven at least 10 different marques.


SHOWN AGAINST a road racing water color by Herb Hazelton are Bill Loadvine, right, and Bob Kohagen, who this week open the Motor Sport bar in Encino, catering to the motoring enthusiast.

Dutch GP to Bonnier (BRM)

BY HENRY N. MANNEY III MOTORACING Staff Writer

ZANDVOORT, The Netherlands, May 31--GROTE PRIJS VAN NEDERLAND 1959...to use its full and impressive Dutch title, proved to be a convincing win for the hitherto unreliable BRM in the hands of Sweden's Joakim Bonnier over full Ferrari, Cooper and Lotus works teams plus the privately owned Coopers of R.R.C. Walker. He averaged 93.3mph.

H. Manney

Streaking into the lead at the start, he was passed at various times by the Coopers of Masten Gregory, Jack Brabham and Stirling Moss, but driving in headily consistant manner, nipped by them again when they were slowed by mechanical troubles. The Ferraris, generally speaking, were plagued by shocking handling and were reduced to spear carriers for the large British contingent. Fifteen started, ten finished; fastest lap (155.9kph) shared by Bonnier, Gregory and Moss.

Which leads one to believe that it was a close race. It was! For the first half at least there was none of this procession business, but what looked like a single-seater Jalopy Derby as clumps of cars scrapped at high speed over the Zandvoort circuit.

Winding among the North Sea sand dunes near the ancient Dutch town of Haarlem (yassuh..Lincoln freed us Dutchmen!), it places a premium on low-speed torque and good roadholding rather than top top speed; one reason why the Ferraris, traditionally without either, finished in the slots of fifth (Jean Behra), sixth (Phil Hill), and ninth (Cliff Allison). Tony Brooks, after dropping from third to eleventh in 15 laps, eventually went out with a burst oil union.

BATTLE FOR LEAD

But I digress..the real story of the race lies in the battle for the lead. From flagfall, which was preceded by a certain amount of creeping, Bonnier's BRM and Gregory's Cooper (which had magically appeared from the third row), shot out ahead, followed at a discreet distance by Brooks, Harry Schell (BRM), and Brabham (Cooper), locked in mortal combat.

Shortly behind, seemingly towing a seething mad mess of Coopers, Lotuses, and BRM like a trawler with a seine-ful of fish, trundled the imperturbable Behra (Ferrari), who in spite of having an F1 engine stuffed in the F2 chassis wasn't going anywhere and was damned if he would let anybody else do so either. Chief among the harriers were the mustachioed Graham Hill (Lotus) and the well-known S. Moss (Cooper); both were doing their nut trying to sneak by the obstructive Frenchman on the outside, inside or some-

(Continued on Page 6)

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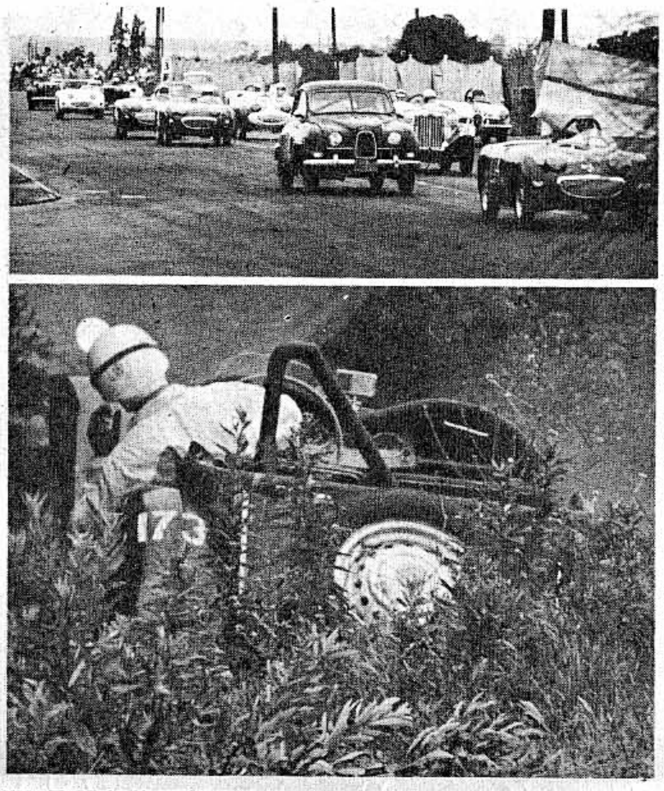
AT SANTA BARBARA

SANTA BARBARA VICTORS---On Sunday it was Dick Morgensen, left, in 3-liter Ferrari Testa Rossa, while day before it was Don Hulette, Corvette Spl., here speaking into mike. (Photos by Bill Norcross)



WHAT IS believed a national record for entries was set in CSCC Santa Barbara races---293 cars. Top shows one of the long processions in small production car race. (MOTORACING photo by George Woods) Bottom: Bob Downing, MGTF, one of several cars which wound up in a ditch at turn 3. (Photo by Bill Norcross)

SANTA BARBARA

(Continued from Page 1)

Ken Miles in a new Porsche RSK Spyder, lapping the entire field up to 4th place during the 25-lap race. Miles finished more than a minute ahead of Jack McAfee, in an RS, and Charles Howard, in another RSK.

MILES OUT

Miles, after winning the small bore event yesterday in the RSK, entered the old RS in the big-boke event and, starting at the back of the grid, moved into the lead on the 4th lap, much to the embarrassment of some 18 big car drivers. Miles was finally black-flagged for passing while a yellow flag was out, letting Don Hulette take the checkered flag, followed by Carlyle Blackwell's D-Jag. Today's winner, Morgensen, was 3rd.

Linda Scott won today's women's race in Mile's RS. Linda stalled on the starting grid and was rammed by Sunnie Baker's Porsche Speedster. Restarting at the back of the pack, Linda moved into first on the 4th lap, finishing 23 seconds ahead of Mary Davis in a Cooper Climax.

CORVETTE RACE

The class B and C production race was a Corvette race from the start, with Lynwood car salesman Bob Bondurant taking the lead from Bob Dickson on the first lap and holding it until the end.

Jack Breskovich, El Monte civil engineer, led the class D and under production race from the start in an Austin-Healey 100S, chased by Jimmy Moore in his Porsche GT Carrera, who was in turn being hotly pursued by Ronnie Bucknum's Porsche 1600 Speedster.

On the last lap, Bill Klingensmith, in an AC Bristol, slid into the ditch outside turn 3, the last of eight drivers to do so during the weekend. Almost equally popular was turn 5, yesterday, where D.D. Michelmore shot off the course and up the sand bank in his Porsche Carrera. In the next race Gerald Miller lost his class H Crosley special at exactly the same spot and went up the bank. Two races later, in the small bore modified race, Don Westen did exactly the same thing, but went high enough up the bank to roll his Porsche. He was not hurt.

LYNCH VS. JORDAN

The class E race was a continual battle between novice driver Ed Lynch, Alfa Romeo Veloce, and Dave Jordan, Porsche Speedster, with Lynch finishing 3 seconds ahead. Lynch took 3rd in yesterday's novice race, which was won by TV star Steve McQueen in a Porsche 1600 Super.

Nineteen Austin Healey Sprites started in the class G and H race, the first really big turnout for these popular 948cc cars. Bob Downing's MG TF led into 1, but he was quickly passed by the Alfa Romeo of Jack Rebney. Still holding second, Downing pulled into the pits on lap 6 to fix a loose spark plug wire. Zipping back on the course, he tried to get through turn 3 too rapidly and went into the ditch, tearing off his left front suspension. Paul Cunningham's Sprite took 3rd, a fraction of a second behind Don Burhop's MGTD, with 6 Sprites finishing in the top 10.

The Formula III race was another run-away for Swiss Rolf Roth in his red Cooper Norton. Roth was 33 seconds behind Bob Oker in a Formula III Cooper Climax. Third overall was Alan Kerns in one of the 3 MG specials running, sans fenders, as Formula Junior cars.

MEADOWDALE

(Continued from Page 1)

Sunday's weather came clear and windy, and the first of the three 104-mile heats brought out 17 starters and 33,864 fans. Jeffords and the Scarab blasted to the front in the first lap, never to be threatened again. In the same lap, Wayne Weiler, Phoenix, in a Lister-Corvette, spun, and Jerry Dunbar, Beloit, Ill., in an elderly Edwards Special, shed a wheel and left the course. Jeffords stood on it all the way, and within nine laps, chased now by Ruby's big Maser, broke Chuck Daigh's 1958 lap record of 2 min., 13:06 seconds. His first crack at the mark stood at 2:11:00. Dick Moseley, Evanston, Ill., in a battered, flapping modified T-Bird, flipped on lap 9 after shearing a right front stub axle, but escaped injury.

Rodriguez, feeling his way along in his still-stiff RSK, finished the first heat in third place behind Jeffords and Ruby. The Scarab had lapped all but the second and third place cars in the hour and twelve minute opener.

Second heat brought the hardier iron to the grid...and this time, Ricardo was beginning to learn the course. He had touched metal with Loyal Katskee, perennial Omaha Ferrari pilot, and the nose of the RSK showed a masking-tape falsie put on by local mechanic Johnny Miller.

The Scarab had lost its clutch during the first heat due to oil leaks, but in the hour layover between heats, Nickey Chev mechanic Ron Kaplan made a switch. So much oil had been spilled that there were doubts the new clutch would last. This was what Rodriguez was hoping for as he worked his way up in a display of sheer driving guts that had the Sunday crowd howling. Such driving had never been seen here in amateur country! Jeffords babied his car -- but not until he set another lap record of 2 min. 9 seconds even -- or 90.7mph. Oil, still leaking, had fouled his goggles, and when he heard the RSK on his tail, he shoved his foot through the injectors. For the second heat, it was Jeffords, Rodriguez, and Ruby. At the 75-mile mark, the two leaders had lapped the entire field!

Third heat saw the field shrink even more, as mechanical troubles forced production cars (all three of them) to drop out. Twelve cars rolled under Duke Dawson's shaky flag, and for a moment, Rodriguez outdragged the Scarab -- but both were passed by Ruby's 4-cam Maser. By lap three, Jeffords had pulled into first place, leaving Ricardo to battle it out with Ruby. By lap 8 of the 32 required, he had passed into second position, roaring to a 16-second margin with the leader. Back in the pack, Art Bunker, Kansas City, in an RSK, switched places at least seven times with Milwaukean Augie Pabst, 2.5 Ferrari, in some good dicing. Ruby re-passed the Mexican in lap 13, bringing on a tail-gating scene that had the crowd on its feet. Ruby, an ex-midgeteer, not altogether at home in the Maser, was pressured into a slide against the wall on the backstretch that bent a wheel and brought him into the pits for quick bodywork and a wheel change...allowing Rodriguez a clear shot at Jeffords.

Lap 19 saw Jeffords again in trouble, locked in 4th gear, and Ricardo moved in for the kill. Roaring down the main straight, a pass was certain as Christmas, and suddenly the phones brought news that the silver RSK had flipped on the first turn! The youngster was able to free himself from the car, and walked away unscathed, as Bunker, having now passed Pabst for the last time, moved into second spot.

Scoring was handled for the "505 Kilometer" 3-heat feature in typical USAC "Boat Race" fashion. Points were kept for each entrant -- the one ending up with the most points (based on finishing position in all three runs) was the winner, in front or not! Points determined shares in the race jackpot, also. Since this was the first real-live contact local amateurs had with "pro" racing, the payola angle was something altogether new. "Who gets the money?" was the big question. Many "amateurs" had cars entered under corporate names or simply drove "professional" cars.

Jeffords, for instance, received nothing for his efforts, while car owners, Nickey Chevrolet, collected a little over $3,000 in prize loot.

POINT STANDINGS AT COMPLETION

DRIVER	CAR	CITY	POINTS
1. Jim Jeffords*	Scarab	Milwaukee, Wis.	628
2. Lloyd Ruby	4.5 Maserati	Houston, Texas	439
3. Augie Pabst*	2.0 Ferrari	Milwaukee, Wis.	397 1/3
4. Art Bunker*	Porsche RSK	Kansas City, Mo.	334 1/3
5. Riccardo Rodriguez	Porsche RSK	Mexico City, D.F.	334 1/3
6. Loyal Katskee	4.5 Ferrari	Omaha, Nebr.	250 1/3
7. Jim Place*	2.5 Ferrari	Waukegan, Ill.	209
8. John Reimer*	A-H (4980cc)	Milwaukee, Wis.	104 1/3
9. Wayne Weiler	Lister-Corvette	Phoenix, Arizona	93 2/3
10. John Kilborn*	4.0 Ferrari	Decatur, Ill.	83 2/3
11. Leonard Jenks*	Austin-Healey	Milwaukee, Wis.	73
12. Jim Younger	Lister-Corvette	Houston, Texas	72 2/3
13. Harry Heuer	BOCAR	Chicago, Ill.	62 1/3
14. Phil Stiles*	A-H Sprite	Palm Beach, Fla.	41 2/3

(* Denotes amateur driver)

Amateur drivers received trophies for Over and Under 2-liter category. Trophies went to Jeffords and Bunker for respective classes.

Next Meadowdale -- USAC sports car race is set for July 4th weekend.

TOP: SAN FERNANDO Valley Chapter FCCA members check gas on entering Porsche for June 27 Frugality Run. From left: Reg Lock, Bob Chapman, John Foster, Chuck Smith. Bottom: This will be scene when more than 100 Corvettes line up for Tourisimo de Corvette II rally June 28. They'll leave from Vermont Ave., just north of Sunset Blvd.

AT GP OF HOLLAND

GP OF HOLLAND---Phil Hill (Ferrari), who took 6th, momentarily staves off Innes Ireland (Lotus), who was 4th. Bottom: Carroll Shelby in one of the short-lived Aston-Martins, making their first GP start. It was a flop: Shel spun off into a sand dune, and Roy Salvadori's A-M broke down. Joakim Bonnier won race in BRM. (MOTORACING photos by Henry N. Manney III)

LAGUNA SECA

(Continued from Page 1)

a rear spot on the grid.

HEAVY TRAFFIC

At the 20-minute stage, Flaherty ran into some heavy traffic at the slow turn 9 and was nudged into the hay. The resulting spin and delay gave Howard and Weiss a chance to get in front. Two laps later, a black flag brought the Lister-Jag in for a safety inspection and to straighten a tire-rubbing fender. The two leaders were over the hill and on their way before Jack hit the road again.

At the blue flag, Howard was leading Weiss by 100 yards. But his car was firing on only 7 cylinders. Running out of brakes as he went into turn 5, he dropped down in gear and bang--the mill froze tight. Weiss came on to win, with Flaherty and Gordon Glyer, 2-liter Ferrare Testa Rossa, following in that order. Weiss and Glyer were eligible for this race due to their overall 1-3 spots in the small-bore main.

The Corvette division of the headliner was won by Hugh Harn, Tiburon, with Dean Geddes, Seattle, second, and Ray Altman, Oakland, third. The class winning Corvette completed 30 laps while Weiss was running 32 laps.

2 DISQUALIFIED

Actually, the 1-2 Corvettes were driven by two Southern Californians, Bob Bondurant and Fred Grant. They were protested and subsequently disqualified. Both pilots volunteered to aid in the teardown and inspection at the course, but the SF moguls insisted on keeping the cars here for one week. Bondurant and Grant refused, since they had to get their cars back to LA. They were then tossed out.

The small-bore for modified, was a Weiss benefit after J.P. Kunstle had alternately led and chased Sam for 30 of the 45 minutes. Jean Pierre was over-revving up to 8000rpm in his new 2-liter Ferrari-Lotus, due to a bad choice of gear ratios. Also, a too-hard bake on his tires gave the Lotus some very squirrely tendencies. Kunstle was having troubles and retired at the half-hour mark. The car will be hard to beat when it has been deloused of the inevitable bugs in such a radical modification.

Howard, in a new 1500cc RSK Porsche Spyder, took up the chase but could not catch Sam, although he finished close behind in the same lap. Glyer was third overall and second in class E. Ed Vincent, Ferrari, followed.

With Howard winning class F, it was Eldon Beagle's RS Spyder and Don Wester's 550 taking the rest of the trophies in this class.

The class G trophies went to a flock of Lotus Mark XI, with Jim Lowe in front, Art Snyder second and John Miller third.

TOP PROGRAM

The two-day, 12-race program, was conceded by all as one of the best ever put on by a West Coast club. San Francisco region's rating of the cars was a big equalizer and proved the day of the walk-over is past. The final lap of the class C & D production race saw seven cars come into the final turn, bumper to bumper. The Dean Mears 300SL stayed in front, followed by the GT Porsche Carerras of John Barneson, Charley Parsons, D.D. Michelmore and John Luce.

The sponsors made a sack of loot, retired another note and were very happy about the whole deal. Greg Teaby, general manager of the Sports Car Racing Association of the Monterey Peninsula, did a great job and had all the preparations well in hand when the mob hit town. Greg is looking forward to the Pacific Coast Championships in October.

LAGUNA SECA SUMMARY
Sat. 20-min. Qualifying Races
Course---1.9 Miles

1. Howard, Huffaker Spl; 2. Flaherty, Lister-Jag; 3. Bondurant, Corvette. 26.6 mi. Avg. [illegible]. Class winners: [illegible] Miller, Devin Spl; Bp, Bondurant; Cm, Howard; Dm, [illegible], Ferrari GT.

E, F, G modified---1. Weiss, Porsche RSK; 2. J.P. Kunstle, Lotus XVI; Howard, Porsche RSK. 26.6 mi. Avg. [illegible]. Em, Weiss; Fm, Howard; Gm, Peterson, Lotus XI.

C, D production, Form III---1. Mears, Mercedes-Benz 300SL; 2. Collins, Porsche GT; 3. Barneson, Porsche GT. 24.7 mi. Avg. [illegible]. Cp, Mears; Dp, Collins; FIII, Roth, Cooper VII.

E production---1. Leslie, AH 100S; 2. Spencer, Morgan Plus 4; 3. [illegible], Morgan Plus 4. 24.7 mi. Avg. [illegible].

F production---1. Beagle, Porsche; 2. Adams, Porsche; 3. [illegible], Porsche. 24.7 mi. Avg. 71.6.

G, H production, H modified---1. Bolle, Fairchild; 2. H. Jones, Lotus Club; 3. Wood, Deutsch Bonnet. 24.7 mi. Avg. 70. Gp, [illegible], Alfa; Hp, J. Parkinson, Fiat Abarth; Hm, Bolle.

Women---1. W. Lowe, Lotus XI; 2. B. [illegible], Morgan Plus 4; 3. M. [illegible], Morgan Plus 4. 19 mi. Avg. 70. Mod, W. Lowe; Prod, [illegible].

Sun. 45-min. races.

G, H production, H modified---1. H. Jones, Lotus Club; 2. Bolle, Fairchild; 3. Wood, Deutsch Bonnet. [illegible] mi. Avg. [illegible]. Gp, [illegible], Alfa; Hp, Hughes, Sebring Sprite; Hm, H. Jones.

F production---1. [illegible], Alfa Romeo Vel; 2. Conrad, Porsche; 3. [illegible], Porsche. [illegible] mi. Avg. [illegible].

E production---1. Spencer, Morgan Plus 4; 2. [illegible], Morgan Plus 4; 3. Dalton, [illegible]. [illegible] mi. Avg. [illegible].

C, D production, Form III---1. Mears, Mercedes-Benz 300SL; 2. Barneson, Porsche GT; 3. Parsons, Porsche Carrera. 57 mi. Avg. [illegible]. Cp, Mears; Dp, Barneson.

D, E, F, G modified---1. Weiss, Porsche RSK; 2. Howard, Porsche RSK; 3. Glyer, Ferrari TR. [illegible] mi. Avg. [illegible]. Em, Weiss; Fm, Howard; Gm, J. Lowe, Lotus LeMans.

Over 2000cc modified, B production---1. Weiss, Porsche RSK; 2. Flaherty, Lister-Jag; 3. Glyer, Ferrari TR. [illegible] mi. Avg. [illegible]. Bp, Harn, Corvette; Bm, Graham, Aston Martin [illegible]; Cm, Flaherty; Dm, [illegible], Ferrari TR; Em, Weiss. (B. Bondurant & F. Grant were 1-2 among Corvettes, but were protested and disqualified for refusing the teardown; they were willing to assist in teardown at the course, but SF SCCA officials wanted to keep their cars there for one week.)

IN THE NEWS

(Continued From Page 1)

the lead on the 3rd lap and went on to win the 30-lap feature of Atlanta region SCCA races over a 2.85-mi. airport course. He drove a 3.8 Ferrari.

Next were Bill Kimberly, 2.0 Ferrari, and Frank Baptista, Elva Mk. IV. Class and marque winners in same race: Cp, "Pete" Harrison, AC Bristol; Bill Warren, Porsche GT; Bm, Martin; Em, Kimberly; Gm, Baptista.

Other race winners: Audrey Saffell, Elva Mk. IV; R. C. Macon, AH 100-6.---DON HUTELIN.

LAGUNA SECA SUMMARY

Sat. 20-min. Qualifying Races

Course---1.9 Miles

1. Howard, Huffaker Spl; 2. Flaherty, Lister-Jag; 3. Bondurant, Corvette. 26.6 mi. Avg. 78.6mph. Class winners: Bm, Miller, Devin Spl; Bp, Bundurant; Cm, Howard; Dm, Sturgis, Ferrari GT.

E, F, G modified---1. Weiss, Porsche RSK; 2. J.P. Kunstle, Lotus XVI; Howard, Porsche RSK. 26.6 mi. Avg. 80.8. Em, Weiss; Fm, Howard; Gm, Peterson, Lotus XI.

C, D production, Form III---1. Mears, Mercedes-Benz 300SL; 2. Collins, Porsche GT; 3, Barneson, Porsche GT. 24.7 mi. Avg. 72.65. Cp, Mears; Dp, Collins; FIII, Roth, Cooper VII.

E production---1. Leslie, AH 1006; 2. Spencer, Morgan Plus 4; 3. Hilgers, Morgan Plus 4. 24.7 mi. Avg. 72.3.

F production---1. Herda, Porsche; 2. Adams, Porsche; 3. Buckm Porsche. 24.7 mi. Avg. 71.8.

G, H. production, H modified---1. Molle, Fairchild; 2. H. Jone Lotus Club; 3. Wood, Deutsch Bonnet. 24.7 mi. Avg. 70. Gp, Cowherd, Alfa; Hp, J. Parkinson, Fiat Abarth; Hm, Molle.

Women---1. M. Lowe, Lotus XI; 2. B. Windhorst, Morgan Plus 4; 3. R. Doushkess, Morgan Plus 4. 19 mi. Avg. 70. Mod, M. Lowe; Prod, B. Windhorst.

Sun. 45-min. races.

G. H. production, H modified---1. H. Jones, Lotus Club; 2. Molle, Fairchild; 3. Wood, Deutsch Bonnet. 55.1 mi. Avg. 70.9. Gp, Cowherd, Alfa RG; Hp, Hughes, Sebring Sprite; Hm, H. Jones.

F production---1. Aldhous, Alfa Romeo Vel; 2. Conrad, Porsche; 3. Herda, Porsche. 55.1 mi. Avg. 71.45.

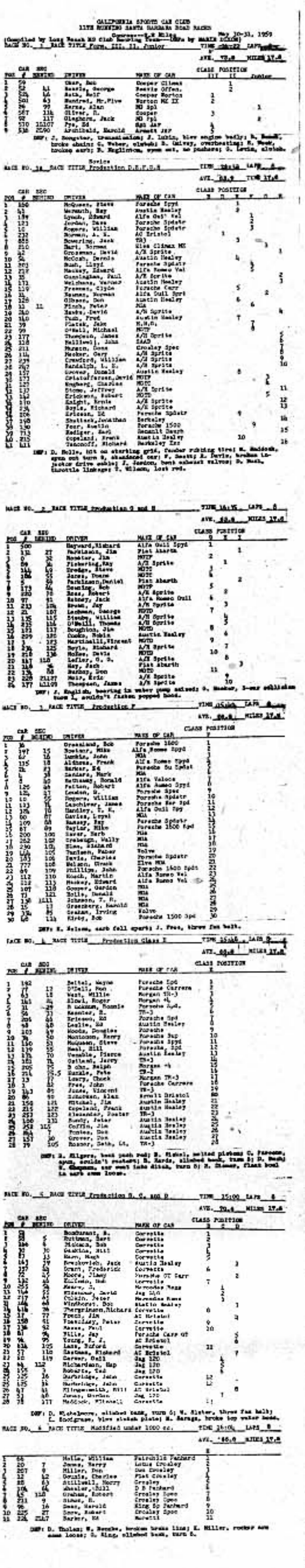
E. production----1. Spencer, Morgan Plus 4; 2. Hilger, Morgan Plus 4; 3. Dalton, MGTCam. 55.1 mi. Avg. 72.4.

C, D production, Form III---1. Mears, Mercedes-Benz 300SL; 2. Barneson, Porsche GT; 3. Parsons, Porsche Carrera. 57 mi. Avg. 74. Cp, Mears; Dp, Barneson.

D, E, F, G modified---1. Weiss, Porsche RSK; 2. Howard, Porsch RSK; 3. Glyer, Ferrari TR. 63.7 mi. Avg. 82.9. Em, Weiss; Fm, Howard; Gm, J. Lowe, Lotus LeMans.

Over 2000cc modified, B production---1. Weiss, Porsche RSK; 2. Flaherty, Lister-Jag; 3. Glyer, Ferrari TR. 60.8 mi. Avg. 80. Bp, Harn, Corvette; Bm, Graham, Aston Martin DB3S; Cm, Flaherty; Dm, Nethercutt, Ferrari TR; Em, Weiss. (B. Bondurant & F. Grant were 1-2 among Corvettes, but were protested and disqualified for refusing the teardown; they were willing to assist in teardown on the course, but SF SCCA officials wanted to keep their cars there for one week.)

Santa Barbara Race Charts



PITSVILLE

By MARIE DIXON

Santa Barbara-May 30-31

The Cal Club tried a new pit arrangement at Santa Barbara. They had "working" pits and "racing" pits. The "working" pits were for all cars and pit personnel not engaged in the race or practice session in progress. The "racing" pits, open only to two pit crew members per car, were adjacent to the course and separated from the "working" pits by snow-fencing. From the drivers' point of view the "racing" pits were a great success as it wasn't necessary to creep into them during a race and it was a simple matter to spot their crew.

295 entries made it the largest field ever.

The black-top surface had been re-sealed, apparently by spraying it with oil, shortly before the races, making the track very slippery.

Turn 5 had been widened slightly, making the turn a little faster. A few drivers tried to make it too fast and ended up by climbing the bank. A Porsche Spyder flipped but the driver, DON WESTEN, was not hurt.

Another driver who had trouble on the way to the course was BEN BLOEMENDAAL. The A-H Sprite he had borrowed to race bounced off the trailer and got mangled.

VINCE MAYELL blew the No. 1 rod and piston in practice Sat. morn. He immediately loaded his Corvette on the trailer and was off to see if he could get the car repaired in time for his race. He didn't make it and had to start in the back of the pack in Sunday's race, 22nd to be exact. On the 7th lap he was in 4th position, pushing 3rd, when the clutch blew.

In the big-bore practice session on Sat. LANCE REVENTLOW was bombing his un-retired Scarab through turn 1 when he spun. DICK BRASHEAR was immediately behind him in a 3-liter Ferrari and, with no place to go, went into Lance.

Lance said his de Dion tube broke going into the turn, causing the spin. Besides the broken tube, the body was badly damaged and the left front wheel was laying over on a 45 degree angle.

The major damage to the Ferrari was the body.

In the 8-lap consolation race for Prod. class F on Sun. the first three positions went to novice drivers. ED LYNCH took the checkered flag driving an Alfa Vel., 2nd went to DAVE JORDAN in a Porsche Spdstr. and BILL RODGERS took third in another Porsche. Lynch and Jordan put on a terrific race, dicing it out for the lead.

BOB BONDURANT was glowing over hisvictorys in the Corvette races on both Sat. and Sun. He said he never thought he would see the day.

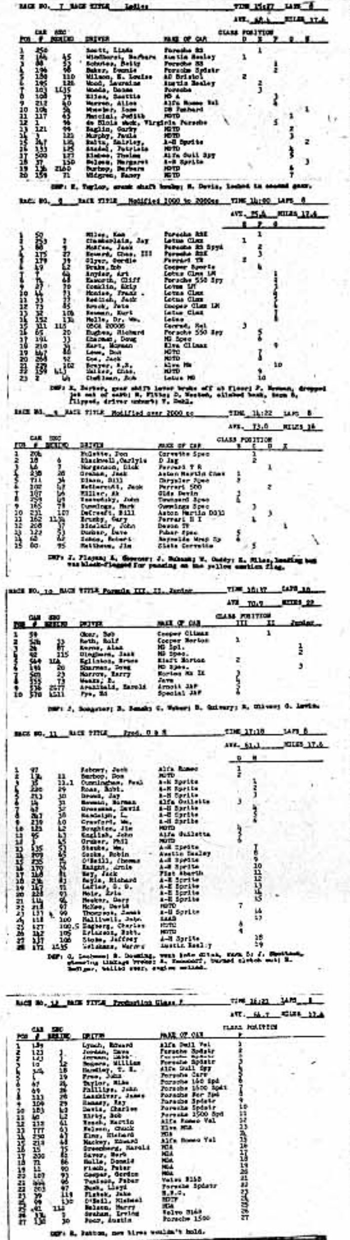
While DON HULETTE was leading the main event in his Corvette Spec. he busted the rear torque arm and then on the 19th lap he broke the rear shocks. Don lost a position but managed to hold 2nd place for the checkered flag.

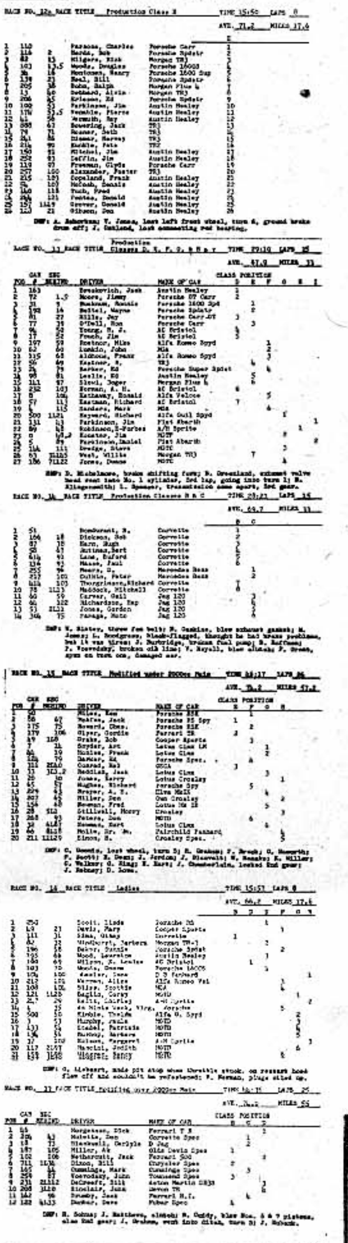
Just as JAY CHAMBERLAIN was overtaking 2nd place, JACK McAFEE in the under-1500 main, his Lotus locked in 2nd gear. JOHN TIMANUS, his racing mechanic, worked frantically trying to free the gear but couldn't do it in time for Jay to re-enter the race.

After the races, BILL DIXON stopped at the Victory banquet to pick up his trophies, a 2nd and 3rd in class Bm, and then left for home. Halfway there, while driving his Chrysler Spec., the carburetors loaded up, and caught fire. He revved the engine but couldn't suck the flames out. so he pulled over, grabbed his fire extinguisher, and tried to put out the fire. Bill didn't have a screwdriver handy and couldn't get the hood off. He shot the CO2 through the louvers but it did no good.

A police car arrived almost immediately, called the H'way Patrol and then proceeded to direct traffic. Soon six Patrol cars were gathered around but no fire dept. Someone mentioned that fact and one of the officers got on the horn and called them.

After Bill and his crew had gone through five extinguishers, compliments of helpful observers, and were reduced to throwing dirt on the car, the fire engine ar[illegible]d and snuffed out the flames. It looked pretty sad at the time, with only the left rear fender and tire remaining on the car. But after looking into the engine Bill says the aluminum manifold is still intact.





Read MOTORACING. Subscription blank on Page 3.

The wart hog is found in South Africa.

Various Rally Results

VARIOUS RALLY RESULTS

NORTH AMERICAN SCC & DOUGLAS SCC 2 IN 1 RALLY J D POPE & LYNN COOK RALLYMASTERS 34 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Larry Harris	Cynthia Bilson	SMFCCA	MG TD	1:30
2.	Dick Erickson	Bob Erickson	NAASCC	Alfa	3:02
3.	Fayte Brownie	D. Brownie	NAASCC	MG TC	7:53
4.	Jack Ross	Toni Ross	NAASCC	A-H	9:11
5.	Jim Robinson	Mrs. Robinson	DSCC	Renault	10:15

SAN GABRIEL VALLEY FCCA FOLIES DES FEMMES JUNE 7 BOB BALLARD JR. RALLYMASTER 46 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR		ERROR
1.	Jan Woodard	Pat Truitt	R M	Corvette	M	1:20
2.	Flo Schumann	Marge Moyer	SWSCC	A-H	S	1:27
3.	Julie Dearth	Betty Hill	SMFCCA	MG A	S	1:52
4.	Millie Gruver	Ramona Christianson	R M	Peerless	M	2:00
5.	Jackie McLain	Mary Ann McLain	SAFCCA	MG TF	S	2:54
6.	Jan Detrick	Jean Moore	VWOC	VW	M	2:55

Rallies

RALLIES

JUNE

13 - - - NORTHROP SCC SIERRA VI SCCSCC Championship event, 12 hr. navigational, 5 AM Norair Division Northrop Corp. Hawthorne, Calif. C. K. Enoch, R.M., $5.

14 - - - SANTA ANITA FCCA RALLYE DE CHEEZY, navigational with tralom, 2 hours, Hamburg Heaven, 2307 E. Huntington Dr. Duarte 10AM Call SY 7-1961

14 - - - SCCA SCCALA-ON Tralom, matched time trials, Chevrolet plant Van Nuys 10AM Call ST 7-7991

14 - - - LA JOLLA SCC AUTOCROSS, Del Mar race track 10 AM.

20-21- - NASCAD MIDNIGHT 'TIL DAWN III SCCSCC Open event, 6½ hrs. nav. Stonewood at Firestone & Lakewood 11:30 PM $5. Ruth Hamilton 941 Amanda Lane La Habra.

21 - - - CORVETTES SO. CAL., WORKHORSE RALLY II 10 hr. nav. Alhambra Shopping Center 7 AM, $5. Call LO 6-6266

20-21- - SCCA HISTORICAL NEW YORK National Championship event. (New York)

20-21- - MIAMI SCC MIAMI 500 V nav. start Merchants Bank 57th Ave. & 9th St. Miami Fla.

21 - - - TAFT DRAGSTERS relay race & time trials Taft, Calif. $5.

21 - - - SGVFCCA ECONOMY RUN

24-30- - ALPINE RALLY (Europe)

27 - - - SFVFCCA 6TH ANNUAL FRUGALITY RUN 4 hrs. 6 PM Chase St. at Reseda Blvd. $3. Call John Foster EM 5-6581

27 - - - HARBOR SCC nav. rally 7:30 PM 2000 No. Sepulveda Manhattan Beach Call FR 2-0841

27-28- - CLOCK & DIAL BIG BEN RALLY 10½ hrs. nav. $2.50, 2000 Verano St. No. Sacramento

28 - - - SANTA MONICA FCCA 5 hr. nav. Sepulveda & Ventura 9 AM. Al Nesbitt R. M. CR6-3336

28 - - - PORSCHE OWNERS CLUB SIDEWINDER SLALOM SCCSCC Championship 9 AM Eastland Shoppin Center Covina, $3.

28 - - - A H O C tour to drag strip, Greek Theatre 7 AM $5.

JULY

4 - - - SANTA BARBARA FCCA SEMANA NAUTICA SCCS[illegible] event nav., 10 PM airport Goleta

• • •

Subscribe to MOTORACING

Vignettes

By Gus V. Vignolle

Manney On Holland GP

(Continued from Page 4)

times both simultaneously.

As the race wore on, they got more and more

FERRARI PASSED

As the race wore on, they got more and more frantic as the flying Bonnier-Gregory-Brabham (who had come up) trio receded into the distance at speed. Finally they snuck by the Ferrari on the outside, utilizing the superior handling of their cars, and incidentally showing just who are the better drivers.

Moss set off after the leaders at a great rate. By this time they had swapped positions several times; Gregory, driving most hairily, passed the mephistophelean Swede first but had to drop back again as third gear became difficult to find in the gearbox. Monaco winner Brabham then eased by, motoring on full lock as usual, but lost second gear; once again the dark green BRM swept by.

Meanwhile, back at the ranch, both of the pretty but slow Aston-Martins had dropped out; Carroll Shelby's with a rod out (OUT!) and Roy Salyadori's with "over-heating," Graham Hill had made a circuit stop and then a pit ditto to investigate clouds of smoke and no rear brakes, Brooks had retired with oil-soaked back tires, and the Ferrari drivers were getting unhappier and unhappier as they spluttered out of the hairpins.

The ebullient Schell (BRM) now took up the job of getting by Behra, and after getting sandblasted for 10 laps, squz (editor's note--Hey, Manney!) by in an extremely precarious manner to shower Jeannot in turn. Alas, all in vein, as first the undertray and then the gearbox of the BRM let him down, thus letting Lotuseer Innes-Ireland, going well in his first GP, up to push the red car, which later obligingly spun and let him through.

MOSS BLOWS

Moss, in the meantime, had been getting closer and closer to Bonnier, edging past on the 60th lap to the accompaniment of wild cheers from the excited crowd. However on the 63d, Bonnier appeared once more in the lead, this time alone. A ball race had broken in Moss' gearbox, with 12 laps to go. Shocking luck after a magnificent drive, but a heartening boost for BRM, winning its first grand epreuve after many, many years of trying.

1. Bonnier (BRM) 2. Brabham (Cooper) 3. Gregory (Cooper) 4. Ireland (Lotus) 1 lap. 5. Behra (Ferrari) 1 lap 6. P. Hill (Ferrari) 2 laps 7. G. Hill (Lotus) 2 laps 8. Trintignant (Cooper) 2 laps 9. Allison (Ferrari) 4 laps 10. DeBeaufort (Porsche RSK) 7 laps. Race speed 93.3mph.

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Santa Barbara Race Charts

CALIFORNIA SPORTS CAR CLUB
11TH RUNNING SANTA BARBARA ROAD RACES
Course---2.2 Miles May 30-31, 1959
(Compiled by Long Beach MG Club Scoring Team---DNFs by MARIE DIXON)

RACE NO. 1 RACE TITLE Form. III, II, Junior TIME 14:22 LAPS 8
AVE. 73.8 MILES 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION III	II	Junior
1	59		Oker, Bob	Cooper Climax		1	
2	52	41	Beavis, George	Beavis Offen.		2	
3	524	46	Roth, Rolf	Cooper Norton	1		
4	501	63	Hundred, Mr.Five	Norton MK IX	2		
5	26	99	Kerns, Alan	MG Spl			1
6	587	114	Oliver, R.	Cooper	3		
7	92	117	Gleghorn, Jack	MG Spl			2
8	570	1L107	Pye, Ed	Spl JAP	4		
9	536	2L90	Archibald, Harold	Arnott JAP	5		

DNF: J. Songster, transmission; J. Lubin, blew engine badly; B. Benek, broke chain; C. Weber, clutch; B. Quivey, overheating; B. Week, broken carb; B. Englinton, spun out, no pushers; G. Levin, clutch.

RACE NO. 1A RACE TITLE Novice Production D,E,F,G,H TIME 16:32 LAPS 8
AVE. 63.9 TIME 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION B	D	E	F	G	H
1	160		McQueen, Steve	Porsche Spyd			1			
2	41		Wermuth, Ray	Austin Healey			2			
3	189		Lynch, Edward	Alfa Guil Vel				1		
4	123		Jordan, Dave	Porsche Spdstr				2		
5	10		Rogers, William	Porsche Spdstr				3		
6	232		Norman, A. H.	AC Bristol		1				
7	888		Bowering, Jack	TR3			3			
8	210		Hart, Norman	Elva Climax MK					1	
9	42		Grossman, David	A/H Sprite						1
10	54		McCosh, Dennis	Austin Healey			4			
11	203		Bush, Lloyd	Porsche Spdstr				4		
12	212		Mackey, Edward	Alfa Romeo Vel				5		
13	35		Cunningham, Paul	A/H Sprite						2
14	171		Welchans, Warner	Austin Healey						3
15	119		Freeman, Clyde	Porsche Carr			5			
16	14		Newman, Norman	Alfa Guil Sprt					2	
17	128		Gibson, Don	Austin Healey			6			
18	11	1L	Finch, Peter	MGA				6		
19	240		Hawke, David	A/H Sprite						4
20	140		Tuch, Fred	Austin Healey			7			
21	39		Platek, Jake	H.R.G.				7		
22	99		O'Neil, Michael	MGTF				8		
23	177		Thompson, James	A/H Sprite						5
24	118		Halliwell, John	SAAB						6
25	211		Munson, Donn	Crosley Spec						7
26	114		Meeker, Gary	A/H Sprite						8
27	239		Crawford, William	A/H Sprite						9
28	247		Randalph, L. E.	A/H Sprite						10
29	157		Grover, Donald	Austin Healey			8			
30	173		Cristoffersen, David	MGTF					3	
31	127		Engberg, Charles	MGTC					4	
32	137		Stone, Jeffrey	A/H Sprite						11
33	142		Erickson, Robert	MGTD					5	
34	170		Knight, Ernie	A/H Sprite						12
35	234		Boyle, Richard	A/H Sprite						13
36	206		Ericson, Ed	Porsche Spdstr			9			
37	198		Shuttack, Jonathan	Berkeley						14
38	130		Poor, Austin	Porsche 1500				9		
39	713		Hediger, Earl	Renault Dauph						15
40	215		Copeland, Frank	Austin Healey			10			
41	411		Tenonoff, Richard	Berkeley Exc						16

DNF: D. Holle, hit on starting grid, fender rubbing tire; M. Maddock, spun out turn 9, abandoned car; F. Scott; R. Davis, broken injector drive cable; J. Jordon, bent exhaust valves; D. Bush, throttle linkage; T. Wilson, lost rod.

RACE NO. 2 RACE TITLE Production G and H TIME 16:35 LAPS 8
AVE. 63.6 MILES 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION G	H	I
1	500		Hayward, Richard	Alfa Guil Spyd	1		
2	131	27	Parkinson, Jim	Fiat Abarth			1
3	0	32	Honeter, Jim	MGTF	2		
4	89	34	Pickering, Ray	A/H Sprite		1	
5	144	49	Dredge, Steve	MGTC	3		
6	186	55	Jones, Duane	MGTC	4		
7	5	59	Parkinson, Daniel	Fiat Abarth			2
8	173	64	Downing, Bob	MGTF	5		
9	220	70	Ross, Robert	A/H Sprite		2	
10	97	91	Rebney, Jack	Alfa Romeo Guil	6		
11	213	104	Brown, Jay	A/H Sprite		3	
12	21	107	Lachman, George	MGTD	7		
13	135	115	Steube, William	A/H Sprite		4	
14	235	116	O'Neill, Thomas	A/H Sprite		5	
15	121	117	Boughton, Jim	MGTD	8		
16	209	120	Cooke, Robin	Austin Healey		6	
17	3	123	Martinelli, Vincent	MGTD	9		
18	234	125	Boyle, Richard	A/H Sprite		7	
19	218	136	McKee, Davis	MGTD	10		
20	147	1L8	Lefler, G. G.	A/H Sprite		8	
21	148	36	Hey, Jack	Fiat Abarth			3
22	134	88	Burhop, Don	MGTD	11		
23	228	2L127	Moir, Eric	A/H Sprite		9	
24	177	4L109	Thompson, James	A/H Sprite		10	

DNF: J. English, bearing in water pump seized; G. Meeker, 3-car collision turn 1, couldn't fasten popped hood.

RACE NO. 3 RACE TITLE Production F TIME 15:49 LAPS 8
AVE. 64.8 MILES 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION F
1	36		Greenland, Bob	Porsche 1600	1
2	197	15	Roetnor, Mike	Alfa Romeo Spyd	2
3	62	16	Lumkin, John	MGA	3
4	115	18	Aldhous, Frank	Alfa Romeo Spyd	4
5	24	23	Barker, Ed	Porsche Su Spdst	5
6	4	38	Sanders, Mark	MGA	6
7	8	40	Hathaway, Ronald	Alfa Veloce	7
8	120	46	Patton, Robert	Alfa Romeo Spyd	8
9	124	47	Louden, B.	Porsche Spec	9
10	10	55	Rogers, William	Porsche Spdstr	10
11	113	74	Laschiver, James	Porsche Nor Spd	11
12	324	78	Handley, T. H.	Alfa Guil Spy	12
13	00	87	Davies, Loyal	MGA	13
14	109	88	Ramsey, Ray	Porsche Spdstr	14
15	67	89	Taylor, Mike	Porsche 1600 Spd	15
16	200	100	Saver, Herb	MGA	16
17	262	102	Crabaugh, Wally	MGA	17
18	230	104	Elms, Richard	MGA	18
19	444	105	Tunison, Faber	Volvo	19
20	183	106	Davis, Charles	Porsche Spdstr	20
21	777	108	Nelson, Chuck	Elva MGA	21
22	69	109	Phillips, John	Porsche 1600 Spdt	22
23	112	110	Hosch, Martin	Alfa Romeo Vel	23
24	212	113	Mackey, Edward	Alfa Romeo Vel	24
25	107	118	Cooper, Gordon	MGA	25
26	71	121	Holle, Donald	MGA	26
27	138	1L11	Johnson, T. R.	MGA	27
28	15	17	Greenberg, Harold	MGA	28
29	334	85	Graham, Irving	Volvo	29
30	40	114	Kirby, Bob	Porsche 1500 Spd	30

DNF: H. Nelson, carb fell apart; J. Free, threw fan belt.

RACE NO. 4 RACE TITLE Production Class E TIME 15:48 LAPS 8
AVE. 66.8 MILES 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION E
1	192		Beitel, Wayne	Porsche Spd	1
2	77	17	O'Dell, Ron	Porsche Carrera	2
3	63	18	West, Willie	Morgan TR-3	3
4	141	24	Slowi, Roger	Morgan +4	4
5	31	29	B ucknum, Ronnie	Porsche Spd.	5
6	56	33	Kasnter, R.	TR-3	6
7	206	46	Ericson, Ed	Porsche Spd	7
8	98	48	Leslie, Ed	Austin Healey	8
9	103	49	Woods, Douglas	Porsche	9
10	34	50	Montonen, Henry	Porsche Sup	10
11	160	51	McQueen, Steve	Porsche Spyd	11
12	139	55	Neal, Bill	Porsche, Spd	12
13	174	70	Venable, Pierce	Austin Healey	13
14	181	74	Ostland, Jerry	TR-3	14
15	205	75	B ohn, Ralph	Morgan +4	15
16	214	75.5	Kunkle, Pete	TR-2	16
17	13	77	Lowry, Chuck	Morgan TR-3	17
18	1	82	Free, John	Porsche Carrera	18
19	143	89	Jones, Vincent	TR-3	19
20	86	90	Schorken, Alan	Arnolt Bristol	20
21	150	121	Mitchel, Jim	Austin Healey	21
22	215	122	Copeland, Frank	Austin Healey	22
23	257	123	Alexander, Foster	TR-3	23
24	100	131	Bundy, Peter	Austin Healey	24
25	252	1L5	Coffin, Jim	Austin Healey	25
26	244	7	Pontes, Don	Austin Healey	26
27	157	30	Grover, Don	Austin Healey	27
28	79	105	Rosner, Seth, Lt.	TR-3	28

DNF: R. Hilgers, bent push rod; B. Nickel, melted piston; C. Parsons, spun, couldn't restart; B. Herda, climbed bank, turn 5; D. Bush; W. Chapman, car went into ditch, turn 3; H. Diemer, float bowl in carb came loose.

RACE NO. 5 RACE TITLE Production B, C, and D TIME 15:00 LAPS 8
AVE. 70.4 MILES 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION B	C	D
1	51		Bondurant, B.	Corvette	1		
2	58	5	Ruttman, Bert	Corvette	2		
3	166	6	Dickson, Bob	Corvette	3		
4	30	30	Gaskins, Bill	Corvette	4		
5	87	33	Harn, Hugh	Corvette	5		
6	163	39	Breskovich, Jack	Austin Healey			1
7	337	44	Grant, Frederick	Corvette	6		
8	72	45	Moore, Jimmy	Porsche GT Carr			2
9	132	46	Hoffman, Bob	Corvette	7		
10	255	54	Mears, D.	Mercedes Benz		1	
11	146	55	Ridenour, David	Jag 140		2	
12	217	65	Culkin, Peter	Mercedes Benz		3	
13	164	68	Windhorst, Bob	Austin Healey			3
14	414	76	Thorgrimson, Richard	Corvette	8		
15	17	77	Fouch, Jim	AC Bristol			4
16	158	91	Voevodsky, Peter	Corvette	9		
17	136	92	Masse, Paul	Corvette	10		
18	81	94	Hills, Jay	Porsche Carr GT			5
19	94	95	Young, R. J.	AC Bristol			6
20	614	105	Lane, Buford	Corvette	11		
21	57	110	Eastman, Richard	AC Bristol			7
22	60	119	Carver, Gail	Jag 120		4	
23	64	112	Richardson, Hap	Jag 120		5	
24	155	3	Roberts, Ted	Jag 120		6	
25	125	16	Burbridge, John	Corvette	12		
26	47	41	Klingensmith, Bill	AC Bristol			8
27	53	48	Jones, Gordon	Jag 120		7	
28	78	177	Maddock, Mitchell	Corvette	13		

DNF: D. Michelmore, climbed bank, turn 5; W. Slater, threw fan belt; L. Snodgrass, blew clutch plate; M. Saraga, broke top water hose.

RACE NO. 6 RACE TITLE Modified under 1000 cc. TIME 16:04 LAPS 8
AVE. 65.8 MILES 17.6

					H
1	66		Molle, William	Fairchild Panhard	1
2	20	7	Jones, Harry	Lotus Crosley	2
3	207	9	Miller, Don	Own Crosley	3
4	12	42	Gounis, Charles	Fiat Crosley	4
5	28	63	Stillwell, Morry	Crosley	5
6	104	64	Wheeler, Bill	D B Panhard	6
7	45	1L8	Graham, Robert	Crosley Spec	7
8	211	9	Simon, H.	Crosley Spec	8
9	96	16	Dean, Harold	King Sp Panhard	9
10	225	27	Snow, Robert	Crosley Spec	10
11	224	2L47	Barker, Ed	Moretti	11

DNF: D. Tholen; W. Monske, broken brake line; K. Miller, rocker arm came loose; G. King, climbed bank, turn 5.

RACE NO. 7 RACE TITLE Ladies TIME 15:27 LAPS 8
AVE. 68.4 MILES 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION D	E	F	G	H
1	250		Scott, Linda	Porsche RS		1			
2	164	45	Windhorst, Barbara	Austin Healey	1				
3	88	53	Schutes, Betty	Porsche RS			1		
4	196	98	Baker, Sunnie	Porsche Spdstr			2		
5	180	110	Wilson, E. Louise	AC Bristol	2				
6	195	126	Wood, Lawraine	Austin Healey		2			
7	103	1L35	Woods, Donna	Porsche		3			
8	108	39	Bliss, Scottie	MG A			3		
9	212	40	Warren, Alice	Alfa Romeo Vel			4		
10	104	54	Wheeler, Ione	DB Panhard					1
11	117	65	Mancini, Judith	MGTD				1	
12	1	96	de Blois wack, Virginia	Porsche			5		
13	121	99	Baglin, Corky	MGTD				2	
14	3	121	Murphy, Paula	MGTD				3	
15	247	124	Reitz, Shirley,	A-H Sprite					2
16	133	125	Stadel, Patricia	MGTD				4	
17	500	127	Kimbee, Thelma	Alfa Guil Spy				5	
18	37	150	Nelson, Margaret	A-H Sprite					3
19	134	2L60	Burhop, Barbara	MGTD				6	
20	159	71	Widgren, Nancy	MGTD				7	

DNF: N. Taylor, crank shaft broke; N. Davis, locked in second gear.

RACE NO. 8 RACE TITLE Modified 1000 to 2000cc TIME 14:00 LAPS 8
AVE. 75.4 MILES 17.6

					E	F	G
1	50		Miles, Ken	Porsche RSK		1	
2	253	7	Chamberlain, Jay	Lotus Clmx	1		
3	88	9	McAfee, Jack	Porsche RS Spyd		2	
4	175	27	Howard, Chas. III	Porsche RSK		3	
5	179	39	Glyer, Gordie	Ferrari TR	2		
6	49	42	Drake, Bob	Cooper Sports		4	
7	7	64	Snyder, Art	Lotus Clmx LM			1
8	74	68	Haworth, Cliff	Porsche 550 Spy			2
9	27	70	Conklin, Skip	Lotus LM			3
10	44	73	Monise, Frank	Lotus Clmx			4
11	33	77	Reddish, Jack	Lotus Clmx			5
12	73	85	Brock, Pete	Cooper Clmx LM			6
13	32	104	Newman, Kurt	Lotus Clmx			7
14	152	134	Molle, Dr. Wm.	Lotus			8
15	311	1L5	OSCA 2000S	Conrad, Hal	3		
16	65	20	Hughes, Richard	Porsche 550 Spy		5	
17	191	33	Charman, Doug	MG Spec		6	
18	210	34	Hart, Norman	Elva Climax			9
19	447	88	Lowe, Don	MGTC		7	
20	268	92	Coe, Jack	MGTD		8	
21	229	102	Brayer, A.S.	Elva Mk			10
22	159	4L3	Walker, Chas.	MGTD		9	
23	2	44	Challman, Bob	Lotus MG		10	

DNF: K. Barker, gear shift lever broke off at floor; P. Newman, dropped jet out of carb; R. Pitts; D. Westen, climbed bank, turn 5, flipped, driver unhurt; T. Dohl.

RACE NO. 9 RACE TITLE Modified over 2000 cc TIME 14:22 LAPS 8
AVE. 73.8 MILES 16

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION B	C	D	E
1	204		Hulette, Don	Corvette Spec		1		
2	18	6	Blackwell, Carlyle	D Jag		2		
3	46	7	Morgenson, Dick	Ferrari T R			1	
4	238	28	Graham, Jack	Aston Martin Chev	1			
5	711	36	Dixon, Bill	Chrysler Spec	2			
6	102	42	Nethercutt, Jack	Ferrari 500			2	
7	187	46	Miller, Ak	Olds Devin	3			
8	259	49	Voevodsky, John	Townsend Spec	4			
9	165	78	Cummings, Mark	Cummings Spec		3		
10	231	107	DeCreeft, Bill	Aston Martin DB3S			3	
11	162	1L34	Brumby, Gary	Ferrari H I		4		
12	208	37	Sinclair, John	Devon TR				1
13	122	53	Dunbar, Dave	Fubar Spec	5			
14	68	62	Sohus, Robert	Reynolds Wrap Sp	6			
15	80	95	Matthews, Jim	Siata Corvette		5		

DNF: J. Playan; A. Gessner; J. Eubank; W. Cuddy; K. Miles, leading but was black-flagged for passing on the yellow caution flag.

RACE NO. 10 RACE TITLE Formula III, II, Junior TIME 18:37 LAPS 10
AVE 70.9 MILES 22

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION III	II	Junior
1	59		Oker, Bob	Cooper Climax		1	
2	524	33	Roth, Rolf	Cooper Norton	1		
3	26	87	Kerns, Alan	MG Spl.			1
4	92	115	Gleghorn, Jack	MG Spec.			2
5	569	114	Eglinton, Bruce	Kieft Norton	2		
6	191	20	Sharman, Doug	MG Spec.			3
7	501	23	Morrow, Harry	Norton Mk IX	3		
8	555	73	Weeks, B.	Java	4		
9	536	2L77	Archibald, Harold	Arnott JAP	5		
10	570	4L11	Pye, Ed	Special JAP	6		

DNF: J. Songster; B. Benek; C. Weber; B. Quivery; R. Oliver; G. Levin.

RACE NO. 11 RACE TITLE Prod. G & H TIME 17:18 LAPS 8
AVE. 61.1 MILES 17.6

					G	H
1	97		Rebney, Jack	Alfa Romeo	1	
2	134	11	Burhop, Don	MGTD	2	
3	35	11.1	Cunningham, Paul	A-H Sprite		1
4	220	29	Ross, Robt.	A-H Sprite		2
5	213	30	Brown, Jay	A-H Sprite		3
6	14	31	Newman, Norman	Alfa Guiletta	3	
7	42	32	Grossman, David	A-H Sprite		4
8	247	38	Randalph, L.	A-H Sprite		5
9	239	40	Crawford, Wm.	A-H Sprite		6
10	121	42	Boughton, Jim	MGTD	4	
11	95	43	English, John	Alfa Guiletta	5	
12	3	45	Gruber, Phil	MGTD	6	
13	135	53	Steube, Wm.	A-H Sprite		7
14	209	65	Cooke, Robin	Austin Healey		8
15	235	74	O'Neill, Thomas	A-H Sprite		9
16	170	76	Knight, Ernie	A-H Sprite		10
17	148	81	Hey, Jack	Fiat Abarth		11
18	234	83	Boyle, Richard	A-H Sprite		12
19	147	91	Lefler, G. G.	A-H Sprite		13
20	228	93	Moir, Eric	A-H Sprite		14
21	114	94	Meeker, Gary	A-H Sprite		15
22	218	97	McKee, David	MGTD	7	
23	177	99	Thompson, James	A-H Sprite		16
24	118	100	Halliwell, John	SAAB		17
25	127	100.5	Engberg, Charles	MGTC	8	
26	142	105	Erickson, Robt.	MGTD	9	
27	137	106	Stohe, Jeffrey	A-H Sprite		18
28	171	1L35	Welshans, Warner	Austin Healey		19

DNF: G. Lachman; B. Downing, went into ditch, turn 3; J. Shuttack, steering linkage broke; R. Tenonoff, burned clutch out; E. Hediger, boiled over, engine seized.

RACE NO. 12 RACE TITLE Production Class F TIME 16:21 LAPS 8
AVE. 64.7 MILES 17.6

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION F
1	189		Lynch, Edward	Alfa Guil Vel	1
2	123	3	Jordan, Dave	Porsche Spdstr	2
3	10	12	Rogers, William	Porsche Spdstr	3
4	324	18	Handley, T. H.	Alfa Guil Spy	4
5	1	19	Free, John	Porsche Carr	5
6	67	24	Taylor, Mike	Porsche 160 Spd	6
7	69	26	Phillips, John	Porsche 1600 Spdt	7
8	113	28	Laschiver, James	Porsche Nor Spd	8
9	109	29	Ramsey, Ray	Porsche Spdstr	9
10	183	40	Davis, Charles	Porsche Spdstr	10
11	40	42	Kirby, Bob	Porsche 1500 Spd	11
12	112	61	Hosch, Martin	Alfa Romeo Vel	12
13	777	63	Nelson, Chuck	Elva MGA	13
14	230	67	Elms, Richard	MGA	14
15	212	68	Mackey, Edward	Alfa Romeo Vel	15
16	15	75	Greenberg, Harold	MGA	16
17	200	81	Saver, Herb	MGA	17
18	71	86	Holle, Donald	MGA	18
19	11	90	Finch, Peter	MGA	19
20	107	93	Cooper, Gordon	MGA	20
21	444	96	Tunison, Faber	Volvo B16B	21
22	203	97	Bush, Lloyd	Porsche Spdstr	22
23	39	119	Platek, Jake	H.R.G.	23
24	99	130	O'Neil, Michael	MGTF	24
25	91	1L1	Nelson, Harry	MGA	25
26	334	9	Graham, Irving	Volvo B16B	26
27	130	30	Poor, Austin	Porsche 1500	27

DNF: S. Patton, new tires wouldn't hold.

RACE NO. 12a RACE TITLE Production Class E TIME 15:50 LAPS 8
AVE. 71.2 MILES 17.6

					E
1	110		Parsons, Charles	Porsche Carr	1
2	116	2	Herda, Bob	Porsche Spdstr	2
3	82	13	Hilgers, Rick	Morgan TR3	3
4	103	13.5	Woods, Douglas	Porsche 1600S	4
5	34	16	Montonen, Henry	Porsche 1600 Sup	5
6	139	23	Neal, Bill	Porsche Spdstr	6
7	205	38	Bohn, Ralph	Morgan Plus 4	7
8	13	40	Gebhard, Alvin	Morgan TR3	8
9	206	45	Ericson, Ed	Porsche Spdstr	9
10	100	53	Parkinson, Jim	Austin Healey	10
11	174	53.5	Venable, Pierce	Austin Healey	11
12	41	56	Wermuth, Ray	Austin Healey	12
13	888	67	Bowering, Jack	TR3	13
14	79	71	Rosner, Seth	TR3	14
15	241	86	Diemer, Harvey	TR3	15
16	214	90	Kunkle, Pete	TR2	16
17	150	91	Mitchel, Jim	Austin Healey	17
18	252	93	Coffin, Jim	Austin Healey	18
19	119	97	Freeman, Clyde	Porsche Carr	19
20	257	100	Alexander, Foster	TR3	20
21	215	103	Copeland, Frank	Austin Healey	21
22	54	107	McCosh, Dennis	Austin Healey	22
23	140	118	Tuch, Fred	Austin Healey	23
24	244	121	Pontes, Donald	Austin Healey	24
25	157	1L19	Grover, Donald	Austin Healey	25
26	123	21	Gibson, Don	Austin Healey	26

DNF: A. Schorken; V. Jones, lost left front wheel, turn 6, ground brake drum off; J. Ostland, lost connecting rod bearing.

RACE NO. 13 RACE TITLE Production Classes D, E, F, G, & H & I TIME 29:10 LAPS 15
AVE. 67.9 MILES 33

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION D	E	F	G	H	I
1	163		Breskovich, Jack	Austin Healey	1					
2	72	1.5	Moore, Jimmy	Porsche GT Carr	2					
3	31	9	Bucknum, Ronnie	Porsche 1600 Spd		1				
4	192	16	Beitel, Wayne	Porsche Spdstr		2				
5	81	27	Hills, Jay	Porsche Carr GT	3					
6	77	39	O'Dell, Ron	Porsche Carr		3				
7	94	50	Young, R. J.	AC Bristol	4					
8	17	52	Fouch, Jim	AC Bristol	5					
9	197	59	Roetnor, Mike	Alfa Romeo Spyd			1			
10	62	60	Lumkin, John	MGA			2			
11	115	68	Aldhous, Frank	Alfa Romeo Spyd			3			
12	56	69	Kastner, R.	TR3		4				
13	24	79	Barker, Ed	Porsche Super Spdst			4			
14	98	81	Leslie, Ed	Austin Healey		5				
15	141	97	Slowi, Roger	Morgan Plus 4		6				
16	232	103	Norman, A. H.	AC Bristol	6					
17	8	104	Hathaway, Ronald	Alfa Veloce			5			
18	57	113	Eastman, Richard	AC Bristol	7					
19	4	115	Sanders, Mark	MGA			6			
20	500	1L21	Hayward, Richard	Alfa Guil Spyd				1		
21	131	43	Parkinson, Jim	Fiat Abarth						1
22	89	48	Robinson, E-Forbes	A/H Sprite					1	
23	0	48.2	Honster, Jim	MGTF				2		
24	5	89	Parkinson, Daniel	Fiat Abarth						2
25	144	111	Dredge, Steve	MGTC				3		
26	63	3L145	West, Willie	Morgan TR3		7				
27	186	7L122	Jones, Duane	MGTC				4		

DNF: D. Michelmore, broke shifting fork; B. Greenland, exhaust valve head went into No. 1 cylinder, 3rd lap, going into turn 1; B. Klingensmith; L. Spencer, transmission came apart, 3rd gear.

RACE NO. 14 RACE TITLE Production Classes B & C TIME 28:23 LAPS 15
AVE. 69.7 MILES 33

					B	C
1	51		Bondurant, B.	Corvette	1	
2	166	18	Dickson, Bob	Corvette	2	
3	87	38	Harn, Hugh	Corvette	3	
4	58	67	Ruttman, Bert	Corvette	4	
5	614	91	Lane, Buford	Corvette	5	
6	136	93	Masse, Paul	Corvette	6	
7	255	96	Mears, D.	Mercedes Benz		1
8	217	101	Culkin, Peter	Mercedes Benz		2
9	414	103	Thorgrimson, Richard	Corvette	7	
10	78	1L13	Maddock, Mitchell	Corvette	8	
11	60	59	Carver, Gail	Jag 120		3
12	64	122	Richardson, Hap	Jag 120		4
13	53	2L11	Jones, Gordon	Jag 120		5
14	304	75	Saraga, Moto	Jag 120		6

DNF: W. Slater, threw fan belt; B. Gaskins, blew exhaust gasket; M. Jones; L. Snodgrass, black-flagged, thought he had brake problems, but it was tires; J. Burbridge, broken fuel pump; B. Hoffman; P. Voevodsky, broken oil line; V. Mayell, blew clutch; F. Grant, spun on turn one, damaged car.

RACE NO. 15 RACE TITLE Modified under 2000cc Main TIME 46:17 LAPS 26
AVE. 74.2 MILES 57.2

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION E	F	G	H
1	50		Miles, Ken	Porsche RSK		1		
2	88	67	McAfee, Jack	Porsche RS Spy	1			
3	175	75	Howard, Chas.	Porsche RSK		2		
4	179	106	Glyer, Gordie	Ferrari TR	2			
5	49	1L8	Drake, Bob	Cooper Sports		3		
6	7	14	Snyder, Art	Lotus Clmx LM			1	
7	44	19	Monise, Frank	Lotus Clmx			2	
8	124	79	Barker, Ed	Porsche Spec.		4		
9	311	2L40	Conrad, Hal	OSCA	3			
10	33	3L1.2	Reddish, Jack	Lotus Clmx			3	
11	20	30	Jones, Harry	Lotus Crosley				1
12	65	57	Hughes, Richard	Porsche Spy		5		
13	229	63	Brayer, A. S.	Elva MkIX			4	
14	207	65	Miller, Don	Own Crosley				2
15	156	68	Newman, Fred	Lotus Mk IX			5	
16	28	5L1	Stillwell, Morry	Crosley				3
17	268	93	Peters, Don	MGTD		6		
18	32	6L87	Newman, Kurt	Lotus Clmx			6	
19	66	8L18	Molle, Dr. Wm.	Fairchild Panhard				4
20	211	11L29	Simon, H.	Crosley Spec.				5

DNF: C. Gounis, lost wheel, turn 3; R. Graham; P. Brock; C. Haworth; F. Scott; H. Dean; J. Jordon; J. Blauvelt; W. Manske; K. Miller; C. Walker; G. King; N. Hart; J. Chamberlain, locked 2nd gear; J. Rebney; D. Lowe.

RACE NO. 16 RACE TITLE Ladies TIME 15:57 LAPS 8
AVE. 66.2 MILES 17.6

					B	D	E	F	G	H
1	250		Scott, Linda	Porsche RS			1			
2	49	23	Davis, Mary	Cooper Sports				1		
3	111	31	Sims, Ginny	Corvette	1					
4	82	32	Windhorst, Barbara	Morgan TR-3			2			
5	196	58	Baker, Sunnie	Porsche Spdst				2		
6	195	66	Wood, Lauraine	Austin Healey			3			
7	180	69	Wilson, E. Louise	AC Bristol		1				
8	103	70	Woods, Donna	Porsche 1600S			4			
9	104	100	Wheeler, Ione	D B Panhard						1
10	212	101	Warren, Alice	Alfa Romeo Vel				3		
11	108	104	Bliss, Scottie	MGA				4		
12	121	1L28	Baglin, Corky	MGTD					1	
13	247	29	Reitz, Shirley	A-H Sprite						2
14	1	35	de Blois Wack, Virg.	Porsche				5		
15	500	50	Kimble, Thelma	Alfa G. Spyd					2	
16	3	53	Murphy, Paula	MGTD					3	
17	133	54	Stadel, Patricia	MGTD					4	
18	134	56	Burhop, Barbara	MGTD					5	
19	37	102	Nelson, Margaret	A-H Sprite						3
20	117	2L97	Mancini, Judith	MGTD					6	
21	159	3L98	Widgren, Nancy	MGTD				6		

DNF: G. Liebaert, made pit stop when throttle stuck, on restart hood flew off and couldn't be refastened; B. Newman, plugs oiled up.

RACE NO. 17 RACE TITLE Modified over 2000cc Main TIME 44:35 LAPS 25
AVE. 74.0 MILES 55

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION B	C	D
1	46		Morgenson, Dick	Ferrari T R			1
2	204	43	Hulette, Don	Corvette Spec		1	
3	18	73	Blackwell, Carlyle	D Jag		2	
4	187	105	Miller, Ak	Olds Devin Spec	1		
5	102	106	Nethercutt, Jack	Ferrari 500			2
6	711	1L34	Dixon, Bill	Chrysler Spec	2		
7	165	44	Cummings, Mark	Cummings Spec		3	
8	259	87	Voevodsky, John	Townsend Spec	3		
9	231	2L112	DeCreeft, Bill	Aston Martin DB3S			3
10	208	3L10	Sinclair, John	Devon TR			4
11	162	96	Brumby, Jack	Ferrari H.I.		4	
12	122	4L33	Dunbar, Dave	Fubar Spec	4		

DNF: R. Sohus; J. Matthews, clutch; B. Cuddy, blew Nos. 5 & 7 pistons, also 2nd gear; J. Graham, went into ditch, turn 3; J. Eubank.

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PERSONALS

About People in Racing & Rallying

By Geri Fleming

Congratulations to Mary and Eric Hauser, who celebrated their second wedding anniversary May 29......John Timanus has joined Jay Chamberlain's sales staff.....Bob Sorrell has purchased Tony Parravano's 4.4 Ferrari -- Jack Breskovich has been assigned to drive the machine at Riverside.....John and Holly Knowland will vacation in Indiana before traveling on to the Elkhart Lake races.....Noll Auto Co. recently set up exclusive facilities for the handling of Renault and Peugeot......Sam Hanks, has completed a tour of 11 western states and 9 major cities in the interest of safety for Firestone Tire and Rubber Co.....Isabel Haas received the Renault Owners' Club perpetual trophy for Outstanding Service and Participation -- the highest award the club can give.....'Doc'' Hoppe and husband, Ned Yarter, were among those at the Indianapolis 500-mile classic this year.....Also there -- Motoracing's Duane Sparks and Bill Loadvine of Encino's new Motor Sport Bar. Didja know that Chuck Price worked in television as an actor????? Look for Tom Lamona to be wheeling around town in a new 2.4 Jaguar.....Belated birthday greetings to Betty Shutes.

Geri Fleming

SHORT TAKES--The British automotive industry staged press trials recently at Riverside...Several sports car drivers will be special guests when Race Car Derby Night is observed June 24 at L.A. Press Club, Ambassador Hotel...Porsche Owners' Club presents its SCCSCC Championship slalom June 28 at Eastland Shopping Center, 22 mi. east of Civic Center. Duane Alan is slalomaster; other officials---Walt Glasset, Ken Lind, Herm Stein, Al Torres. $3 a pop, Duane for info: AT 1-5297...

Glendale FCCA stages a Jim's Folly Rally June 21, 9 a.m., Sonora and San Fernando, Glendale; navigational; info: Jim Mansfield, NO 3-0182; Grant Cornelius, CI 3-0456...

SHEPPARD VICTOR

MIAMI, May 31.--Joe Sheppard, Porsche RS, lapped all but a D-Jag and a 250TR Ferrari to win the feature race here.

Sheppard's only real competition came from Bill Kimberly in his 2 liter Ferrari in the Saturday sprint. The bright Florida sun and a hot Ferrari got the better of Bill on Sunday and he retired at 15 laps with heat exhaustion. Ed Rahal brought his D-Jag into second ahead of Dave Lane's 250TR Ferrari.

"MILLE MIGLIA"

BRESCIA, Italy, May 31 -- Mario Carlo Abate and Gianni Balzarini of Italy, driving a Ferrari Grand Tourism, won the much-curtailed Mille Miglia, once famous Italian road race, today.

Jean Guichet and Gaston Happel of France, Ferrari Grand Tourism, placed second.

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West Coast Point Leaders

BY ERIC HAUSER

The following races are included in the West Coast point standings: Pomona, Pomona GP, Vacaville, Stockton, Del Mar, Salt Lake City, Santa Barbara and Laguna Seca. Points are awarded on a 5-4-3-2-1 basis by class, except for modified over-2000cc, where points are given for top seven places on an overall basis. When race entry is of poor caliber, points awarded for top positions are usually reduced.

	MODIFIED OVER 2000cc		
1.	Jack Flaherty	Lister-Jaguar	39
2.	Bill Krause	4.5 Maserati	28
3.	Dick Morgensen	3.0 Ferrari	25
4.	Richie Ginther	4.1 Ferrari	18
5.	Dan Gurney	4.9 Ferrari	17
6.	Chas. Howard III	Huffaker Chev.	15
7.	Skip Hudson	4.9 Ferrari	15
	CLASS E MODIFIED		
1.	Sam Weiss	Porsche RSK	68
2.	Gordy Glyer	Ferrari TR	49
3.	Ken Miles	Porsche RS	48
4.	Jay Chamberlain	Lotus-Ferrari	22
5.	Ed Vincent	Ferrari	15
	CLASS F MODIFIED		
1	Bob Drake	Cooper-Climax	30
2	Don Wester	Porsche 550	22
3	Chas. Howard III	Porsche RSK	20
4	Joe Playan	Porsche RS	14
5	C.R. Haworth	Porsche 550	13
	CLASS G MODIFIED		
1	Art Snyder	Lotus	65
2	Jim Lowe	Lotus	29
3	Frank Monise	Lotus	26
4	Jack Reddish	Lotus	19
5	Skip Conklin	Lotus	14
	CLASS H MODIFIED		
1	Harry Jones	Lotus-Crosley	36
2	Dr. Wm. Molle	Fairchild	34
3	Don Miller	Miller	15
4	Ed Freutel	Lotus-Fiat	11
5	Chuck Gardner	Lotus-Crosley	9
	CLASS B PRODUCTION		
1	Bob Bondurant	Corvette	33
2	Hugh Harn	Corvette	30
3	Vince Mayell	Corvette	20
4	Andy Porterfield	Corvette	16
5	Fred Grant	Corvette	14
5	Ray Altman	Corvette	14
	CLASS C PRODUCTION		
1	Dean Mears	MB300SL	37
2	Hap Richardson	Jaguar	26
3	Ted Roberts	Jaguar	12
4	Peter Culkin	MB300SL	8
4	George Duncan	Jaguar	8
	CLASS D PRODUCTION		
1	Jim Moore	Porsche	27
2	Jack Breskovich	AH 100S	25
2	D.D. Michelmore	Porsche	25
3	Al Whatley	Porsche	15
4	John Barneson	Porsche	14
	CLASS E PRODUCTION		
1	Ron Bucknum	Porsche	31
2	Charles Parsons	Porsche	27
3	Bob Kastner	TR3	26
4	Lew Spencer	Morgan	21
5	Rick Hilgers	Morgan	16
	CLASS F PRODUCTION		
1	Frank Aldhouse	Alfa Romeo	22
2	John Lumkin	MGA	21
3	Mike Roetner	Alfa Romeo	20
4	Bob Greenland	Porsche	17
5	Steve Froines	Alfa Romeo	13
	CLASS G PRODUCTION		
1	Dick Hayward	Alfa Romeo	30
2	John English	Alfa Romeo	21
3	Ron Cowherd	Alfa Romeo	15
4	Steve Dredge	MGTD	14
4	Marshall Swope	MGTD	14
	CLASS H PRODUCTION		
1	Jim Parkinson	Fiat-Abarth	28
2	Dan Parkinson	Fiat-Abarth	21
3	Willie West	Fiat-Abarth	20
4	Ray Pickering	AH Sprite	18
5	Phil Binks	AH Sprite	13
	WOMEN OVER-1600cc		
1	Barbara Windhorst	Morgan	18
2	Lorraine Wood	AH	13
3	Linda Scott	Talbot	10
4	Marie Dixon	Maserati	10

RACE CALENDAR

June

13-14 -- SCCA Road Races, Savannah region, Simons Island, Ga.

13-14 -- SCCA Hillclimb, Steel Cities Region, Donora, Pa.

13-14 -- SCCA Road Races, New York region, Lime Rock Conn.

13-14 -- Yakima Vallley SCCA and Northwest region, SCCA Goldendale, Wash.

14 -- Macon-Solutre Hillclimb, France.

14-15 -- Adriatic Race, Yugoslavia.

20-21 -- CSCC & San Diego region of SCCA road races, Hourglass Field, San Diego.

20-21 -- SCCA National road races, Chicago region, Elkhart Lake, Wisc.

20-21 -- 24-Hour sports car race, LeMans, France.

20-21 -- SCCA 6-Hour race, Washington region, Marlboro, Md.

21 -- SCCA Road Races, Northwest Region, Shelton, Wash.

26-27 -- 3rd Annual SCCA Glen classics races, Glen region, N.Y.

July

3-5 -- SCCA national road races, New England region, Lime Rock, Conn.

4 -- Pike Peak hillclimb, Colo.

4 -- 250 - mile NASCAR Grand National & Convertible Sweepstakes, Daytona Speedway, Florida.

4-5 -- SCCA Lake Garnett Grand Prix, Kansas City region, Garnett, Kan.

4-5 -- SCCA road races, Alabama region, Courtland AFB, Ala.

	WOMEN UNDER-1600cc		
1	Sannie Baker	Porsche	31
2	Mary Davis	Cooper	14
2	Prudence Baxter	Lotus	14
3	Katherine Bliss	MGA	12
4	Linda Scott	Porsche	10

CONSTANTINE 1ST

LIME ROCK, Conn., June 6.------George Constantine, Southbridge, Mass., had his second outing in the new-engined Aston-Martin DBR2 ---and it was fruitful. He averaged 78.97mph as he won by a lap in USAC's pro-amateur sports car races. The 100-lap race over the 1.5mi. course was stopped at 75 because of rain. State laws bar racing in the rain.

Johnny Lail
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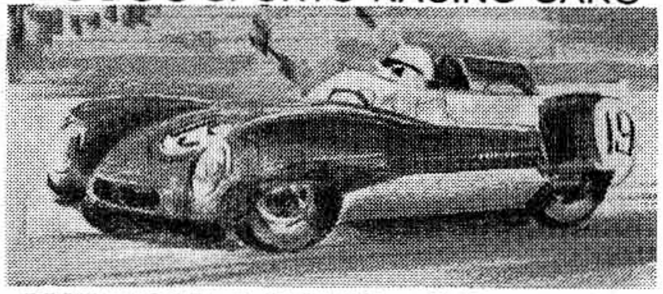

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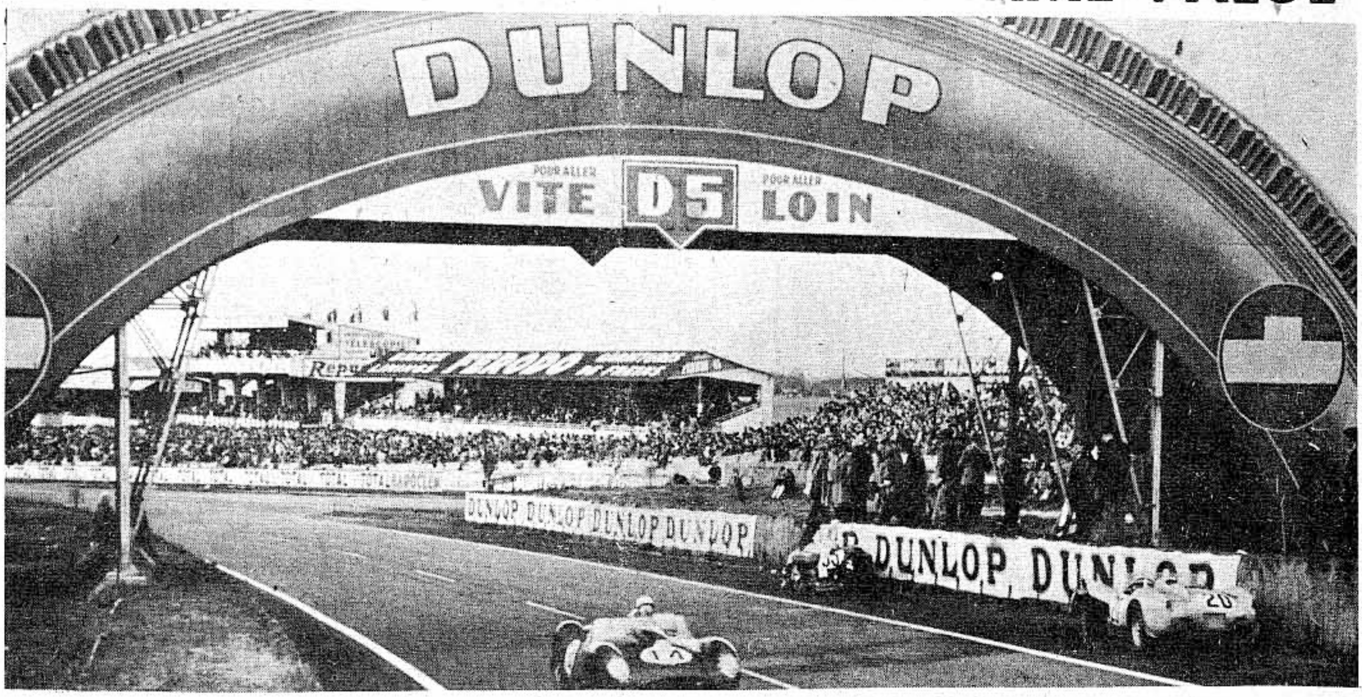
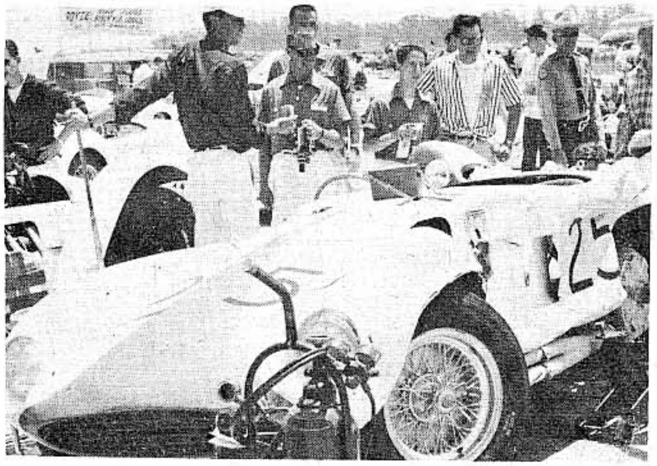
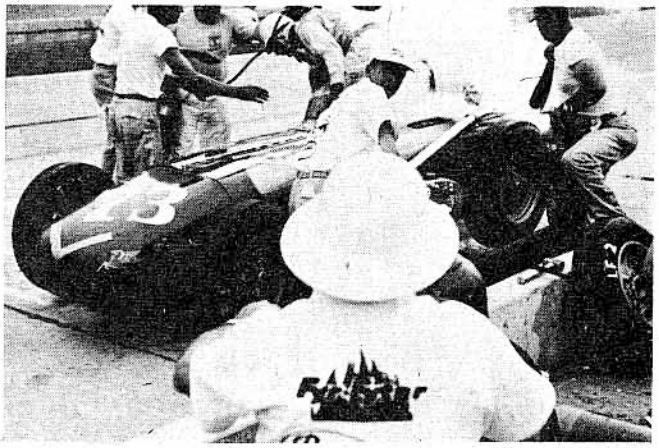


THIS SCENE will be duplicated June 20-21, when the world's most famous sports car race, the 24-hour Le Mans classic, is held in France. Here is the 3-liter Ferrari of Hill-Gendebien, which won in rain last year. (MOTORACING photo by Henry N. Manney III)



DURING SATURDAY practice at Santa Barbara, Lance Reventlow spun his Scarab through turn 1, and this is what happened to Dick Brashear's 3-liter Monza Ferrari. Brashear was immediately behind, had no place to go and slammed into the Scarab. (Photo by Robert Braun)



FIRE, HURRY!---Striking action photo was taken by MOTORACING's Jack Brady in the pits at the Indianapolis 500 last Memorial Day. Dick Rathmann's car comes in on fire and the driver leaps out as mechanics train extinguishers on car and driver. Rodger Ward, LA, won race at new record speed of 135.857mph.

SAM WEISS (PORSCHE RSK) WINS BOTH LAGUNA SECA FEATURES ---Photo by Bill Hewitt